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The Hongkong Telegraph.

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No. 12,431

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號十月三英港

TUESDAY MARCH 11, 1924.

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PIRACY PROBLEM.

Guild's Pointed Letters.

DRAFT REGULATIONS "USELESS."

"Preposterous" Attitude to Officers.

POLICE CONTROL RESENTED.

REMOVAL OF INDIAN GUARDS URGED.

Thanks to the courtesy of the acting Secretary of the China Coast Officers' Guild (Mr. T. T. Laurensen), we are now able to publish the full correspondence between the Officers' and Engineers' Guilds on the one hand and the Hongkong Government on the other in regard to the measures to be taken for the prevention of piracy. These letters tell their own tale. Mr. Laurensen, in the course of a brief chat which we had with him, said that the Guilds were now waiting to know what step the Government intended to take next. He added that the Guilds realised the difficulty of the problem and were willing to render what help they could by way of compromise in reaching final decisions; they wanted to help the Government all they could, but the Government never seemed to want their assistance. Mr. Laurensen stated, in conclusion, that there would be another combined meeting of the Guilds to consider the situation. The letters are as follows:—

(Letter from the Guilds to the Colonial Secretary).

Hongkong, Sept. 12, 1923.

Sir:—We have to thank you for your letter of the 3rd inst. enclosing copies of draft Piracy Regulations, and now have the honour to report for the information of His Excellency the Governor, that we have taken every opportunity by calling a meeting and by personal interview, to elicit the views of our members on the subject.

Generally, the Regulations as a whole are viewed by our members with great disapprobation, as being unjust, impracticable and, therefore, useless for the purpose for which they are devised.

We would first point out that we have reason to believe (which is strongly supported by the wording of the document) that no active member of the Mercantile Marine has been consulted in the framing of the Regulations, which do not as a whole, or in any material point, coincide with the tenor of the suggestions put forward at an earlier date.

SECTION 1.

This section discloses a very grave misconception of the conditions under which piracy occurs on the Canton River delta and the China Coast generally.

In postulating that it is the duty of the master and other certificated officers to resist to the utmost any piratical attack it assumes that they have a crew of their own nationals under their command and that the pirates attack the vessel from the outside. This is not the case; not only are these officers surrounded by an alien crew, but this alien crew may be, passively if not actively, part of the piratical gang. (Instance, the quartermaster of the "Sui An" leaving the wheel and jumping to the main deck for refuge.)

The further and greater difficulty arises from the fact that none of these attacks are initiated from outside the vessel. Till the actual moment of launching the first attack the pirates are apparently peaceful passengers and are free to place themselves in any cove of vantage which they have ample time and opportunity to select, without let or hindrance and, possibly, with the connivance, if not actual co-operation, of their compatriots who form the crew.

This is the position in which three, four, or, at most, five European officers find themselves when they are commanded, by persons who have not been, or ever will be so placed, to resist to the utmost, and give reason for the pertinent question—What is the utmost they can do? To which the obvious answer is: Absolutely nothing.

"This obligation is imperative and no discretion may be exercised whether to resist pirates or not."

Imperative obligations admit of no discretion. Discretion is the quality without which no man can be an officer; the very idea of an officer without discretion is a paradox and, to say the least, ludicrous and absurd. The officer is the leader of others, the individual with the brain to direct the forces at his disposal and it is he who assesses the position and issues the executive commands.

SECTIONS 2 & 3.

"Any particular officer considered unfit by the Governor in Council shall cease to be employed as an officer on the ship."

As the particular officer in question will hold a Certificate of Competency issued by the Board of Trade and will have no other vocation, what steps will be taken to permit him to obtain an honourable living?

It would appear that it is the intention of the Hongkong Government that Officers of the Merchant Service who were, during the War, ranked with and next to Officers of the Royal Navy, are now to be treated with less consideration than the "ratings" in that Service.

This attitude is preposterous, and the Officers of His Majesty's Mercantile Marine serving on the China Coast demand fair treatment and the recognition of their status which is nowhere evinced in the document under review.

SECTION 5.

"The Master shall have complete control of the ship and all on board."

Without discrimination no man can control, without discretion no man can discriminate, hence it is impossible for the master to have complete control and a paradox is disclosed which places the master in a position of being unable to avoid the violation of some part of the Regulations.

SECTION 7.

"When the master—has any cause whatever to believe or to consider—"

But by Section 1 he has no discretion!

Further, we are directed to say that the officers of the Mercantile Marine on the China Coast will be delighted to assist in any measure which will tend to the extinction of piracy, or to consider any practical suggestions which may be advanced by their professional brethren. They do not, however, propose to allow their duty to be dictated or criticized by any person or persons who are not professionally

connected with the active duties of the Mercantile Marine. In conclusion it is submitted that piracy, fire and shipwreck are risks common to every person interested in the voyage and, as such, are insurable. The officers engaged on the China Coast fail to perceive why they should gratuitously shoulder the responsibility at the dictation of any person or persons who do not personally or in any manner share the risk which these Regulations direct that they shall take.—Yours etc.

(Letter from the Guilds to the Colonial Secretary).

Hongkong, Feb. 4th, 1924.

Sir:—We have the honour to inform you that a combined meeting of members of the China Coast Officers' Guild and the Marine Engineers' Guild of China was held on Sunday the 3rd inst. at which were present fifty-six (56) members, most of whom are engaged in vessels subject to the Regulations made under the Piracy Prevention Ordinance, No. 23 of 1914.

At this meeting, convened for the purpose, the matter of piracy was exhaustively discussed and we were, by it, instructed to forward, for the consideration of His Excellency the Governor, the following Resolutions:—

1. That, in so far as piracy prevention is concerned, the Police Department be relieved from all duties in regard to sea-going and river steamers whilst outside the waters of the Colony and concentrate its attention to detecting and preventing the embarkation of unlawful persons and or firearms whilst these vessels are in Hongkong Harbour, unless some better method is devised.

2. That all arms and armed guards required by the Piracy Regulations be removed from every vessel and the absolute command thereof restored to the Master as laid down in the Merchant Shipping Acts, unless some better method is devised.

3. There shall be at once inaugurated a proper system of patrol in the Danger Zone.

4. That all vessels subject to Piracy Regulations shall have wireless telegraph installed and under the control of a competent operator signed on the Articles.

5. That Insurance be automatically effected for every Master, Officer and Engineer whose duty takes him into the Danger Zone, the premium for such Insurance to be paid with the money at present paid as wages to the guards, in the event of them being removed from the vessels.

6. That every case of Piracy shall be the subject of enquiry at the Harbour Office (as soon as possible after the outrage) with the Harbour Master as President of the Court, which should consist of the Mercantile Marine Officers of both departments, with the addition of one active Naval Officer.

7. That a substantial reward be offered for information which leads to the arrest of any person implicated in any piratical attack.

8. That a reward should be paid in all cases of seizure of arms and or ammunition.

9. That these Resolutions be at once presented to the Honourable the Colonial Secretary for the consideration of His Excellency the Officer Administering the Government, and a detailed reply requested in time to present to this meeting which stands adjourned till Sunday, 17th February, 1924, at the same time and place for the purpose of receiving such reply.

As, in the interests of conciseness, it has been deemed advisable to make the resolutions as brief as possible, it is considered necessary that the point of view of our members should be explained at somewhat greater length and we are instructed to submit the following Objects and Reasons:—

(The numbers refer to the Resolutions.)

It is considered—

1. That, as long as the police Authorities have the control of a duty which is obviously outside the province of their proper activities, so long will the Naval

WYNDHAM HOTEL.

TO BE PULLED DOWN.

SITE FOR CHINESE FLATS.

The Wyndham Hotel, situated at the head of the street bearing the same name, is to come down. Residents have received notice to vacate their rooms at the end of the present month, when the work of demolition will commence.

This hotel is one of the many premises of which notice of demolition was given prior to the framing of the new legislation which aims to retain these buildings that are in a structurally sound condition. For many years it has been a popular place of residence, and has filled a great need in providing conveniently situated and comfortable accommodation at a very moderate price.

As a result of the decision to pull the building down, some thirty guests, many of whom have been at the Wyndham for a considerable period, are compelled to seek new quarters.

Plans for the erection of a block of Chinese flats on the site have been approved.

The demolition of this hotel will mean the removal of a very old landmark from Hongkong. Many years ago it housed, for a considerable period, the *Hongkong Daily Press*, but later was acquired for the purposes of a hotel.

FOOTBALL FINAL.

POSITION OF THE "HAWKINS."

We have received the following letter for publication:—

Sir:—In view of the fact that discussion in local football circles centres round the respective chances of the East Surrey's and Kowloon teams for the Senior Shield, I should be interested to know in just what way this Competition is being run. As I understand it, the semi-final should have been played between H.M.S. Hawkins and the East Surrey's the winners meeting Kowloon in the final. The Hawkins should be back in Hongkong shortly, when the semi-final, and, if necessary, the final, could be played off at short intervals so as not to interfere with the exigencies of the Service.

It would be only fair to the sporting public if a fight were thrown on this matter, it only to scotch certain rumours which are current concerning the "arrangements" made by the officials responsible. Was any meeting of the Association held to discuss the award of the match to the East Surrey's, and, if so, was the decision communicated to the teams who compete in the Shield other than those particularly concerned?

I understand that arrangements for the final are so far advanced that referee and linesmen have been appointed, and the men of the Hawkins, who might have been contestants, are as yet entirely in the dark.

Can it be wondered at that the Army and Navy teams are talking of cutting themselves entirely adrift from the Hongkong Football Association and its methods of administration?

Yours etc.

ENERY 'AWKINS.

Hongkong, March 11th, 1914.

FOOTBALL COMPETITION.

COMPETITOR WINS \$50.

There was a very large entry for our Football Competition last week, but only one competitor succeeded in giving the correct goal scores of all three matches contained on the coupon. He was:—

A. Hassan, Hongkong Electric Co.

We have forwarded to this competitor a chopped coupon, on presentation of which at this office, we shall be pleased to hand him the prize of \$50.

COLLISION SEQUEL.

EAGLE GARAGE TO PAY \$695 AND COSTS.

HONGKONG HOTEL DRIVER EXONERATED.

Judgment was delivered by Mr. Justice Gompertz, in the Summary Court this morning, in the case in which Mr. Karl Ludwig Haessler, a Dutchman, sued the Hongkong and Shanghai Hotels, Ltd., and also the Eagle Garage for damages resulting from a motor car collision which took place on the Taipo Road in June last year.

The case was tried about a month ago and it will be remembered that the plaintiff claimed \$195 special damages and \$1,000 general damages. Plaintiff, with a friend, was driving round the New Territories on the afternoon of Sunday, June 3rd, in a car hired from the Peninsula Garage, and when crossing a bridge just past Taipo a collision occurred between the car and another car owned by the Eagle Garage. The Hotel car went down an embankment and the plaintiff suffered injuries which kept him for nine days in the Peak Hospital. He sued both garages jointly and severally. The case resolved itself into one between the two garages, each of them claiming that the accident was due to the negligent driving of the other driver.

Mr. Watson appeared for the plaintiff, whilst the Hongkong Hotel was represented by Mr. H. C. Macnamara, and the Eagle Garage by Mr. McCullum. In giving judgment this morning, Mr. Justice Gompertz stated that nothing turned on the question of speed, and he was satisfied that neither car was exceeding a prudent speed. Having referred to the measurements of the bridge and the widths of the two cars, he expressed the opinion that with careful driving there would have been no accident. He then went on to ask: "Was the driver of the Hotel car then negligent inasmuch as he took more (though not very more) than his share of the road? He might, of course, have kept closer to his own side, but he had to think of the rail on the left—and a man may be a careful and competent driver without being an artist in driving. On the whole I think he was not to blame. He was on the bridge, where of course there is less clearance by reason of the rail than on the open road, and in my opinion the Eagle driver was in fault. An infinitesimal slackening of speed on his part would have given the other car time to get off the bridge, and it was for the approaching car to give way before reaching the bridge. The Eagle driver took a certain risk which I think a prudent man would have avoided and the responsibility for the collision is his."

"I come next to the matter of the swerving after the collision. It is urged that if the brakes had been applied immediately, the Hotel car could have been drawn up at once, as the other car was, and the plaintiff would not have been injured. The driver's explanation is that the steering gear was jammed by the impact and that his whole endeavour was directed to keeping the car straight and that he had no time to think of his brakes. By agreement of the parties, I have invited the Hon. Mr. Messer to advise me on technical points and Mr. Messer stated he entirely approved of the tactics of the Hotel driver. The correct thing was to keep the car straight; if possible! The sudden application of the brakes would have been of little use and might even have been dangerous. There is evidence that slight rain was falling and I respectfully agree with Mr. Messer's opinion and I shall give judgment accordingly."

"The plaintiff proves special damages amounting to \$195 and I award him those together with \$500 for general damages, with costs against the second defendant. Judgment for the first defendant with costs to be paid by the second defendants."

FINANCIAL CRISIS IN FRANCE.

MEASURES TO STAY FALL OF EXCHANGE.

A "COUNCIL OF WAR."

(Reuter's Service.)

Paris, March 10.

The financial situation is engrossing the public virtually to the exclusion of everything else. The conference at the Elysee mentioned earlier was a council of war unprecedented in French history, marking the grave concern with which the Government contemplates the collapse of the franc.

The measures discussed are believed to include the reduction of the fiduciary circulation, which has practically touched the legal limit of forty-one milliards, the reduction of expenditure in the devastated areas, and the increase of the discount rate on heavy buying of francs, but as secrecy is essential to the success of the counter-offensive no official details have transpired.

The Exchange Market.

London, March 10.

Nervousness and weakness continued to characterise the exchange market. French francs improved to 113.75 and then fell back to a record low level of 119.50. Belgian francs rose to 127 and closed at 138.50. Spanish pesetas are at 34.80. Sterling has receded to 4.26½.

Paris, March, 10.

The Cabinet has approved of the measures decided on at the Elysee for restoration of the franc. M. Poincare will make a passage for the taxation Bills before the Senate, without essential modifications, a question of confidence. The debate is expected to begin on Thursday and conclude on Saturday.

RUSSIAN BEAR ROUSED.

STERN WARNING TO CHINA.

Riga, March 10.

In the course of a note couched in most definite terms M. Karakhan, Russia's representative to Peking, warns the Chinese Government against taking independent action in connection with the East Chinese Railway, formerly belonging to Russia.

The note declares that the slightest alteration in the present relations will involve China in very serious consequences.

The newspaper *Izvestia*, adopting a similar attitude, states that Russia will no longer be satisfied with being regarded as a negligible quantity in the Far East.

FRENCH TRAIN SMASH.

MANY BRITISH CASUALTIES.

Paris, March 10.

The disaster to the Calais-Ventimiglia express occurred at the Grands Violets Halt, where trains were recently diverted to Les Brotteaux.

The express had just passed the crossings when the engine became derailed and overturned, dragging with it several coaches, including the sleeping car and dining saloon. The coaches were splintered. The driver and fireman were seriously injured, and three British passengers and one French passenger were killed. Twenty-four British travellers and one French passenger were injured. These people have hitherto not been identified.

IRISH UNREST.

ULSTER TAKES PRECAUTIONS.

London, March 10.

Following the Free State army mutiny, there is great activity amongst the Ulster constabulary. At Londonderry all motors crossing the border from the Free State have been held up and searched with the object of preventing any attempt to transfer arms from the Free State military barracks in Co Donegal into Londonderry.

The military authorities in Dublin state that the search for Tobin and Dalton has hitherto been without result. Lorries full of soldiers have re-appeared, patrolling the Dublin streets.

CHINESE CUSTOMS.

QUESTION OF EXTRA DUTY.

London, March 11.

In the House of Commons Mr. Chapple asked for the reasons for the delay in carrying out the Washington agreement in favour of a special conference to deal with levying an extra two and a half per cent. customs duty in China. Mr. Macdonald replied that a special conference could not be summoned until the Nine-Power treaty providing for it be signed at Washington and ratified by all the signatory Powers.

BUSINESS ENTERPRISE.

LANE, CRAWFORD'S NEW JEWELLERY STORE.

Messrs. Lane, Crawford, Ltd., are to be congratulated on their new silver-ware and jewellery department, which was opened yesterday in Queen's Road, in the premises formerly occupied by Messrs. Sennet Freres and the Swatow Drawn Threadwork Company. Occupying as it does one of the most prominent corners of the junction of Queen's Road and Pedder Street, the new shop is a welcome addition to the shopping facilities of the central district.

The new window cases and fittings, together with the whole of the internal fixtures, are of very pleasing and attractive design, being more on the line of high-class jewellery establishments at home than anything previously seen here. When all the work of getting installed has been completed there will be found a silverware and jewellery store replete with a wide range of stock, varying all the way

from diamonds and Mappin and Webb's silver plate to the smallest silver trinket. There is to be a workshop in the premises, a watch and clock-repairing department—in fact, everything usually associated with a well-organised jewellery store.

The new department is under the management of Mr. S. H. E. Beckett, who comes to the Colony with over 20 years' experience with leading London jewellers.

Of great public utility is the new clock which has been placed over the principal entrance, right on the corner of the two streets. Pedestrians both in Queen's Road and Pedder Street can now learn of the time as they pass along. The clock is electrically operated and should prove to be a much appreciated addition to Hongkong's public timepieces.

TO-DAY.

Closing Exchange 4.5/16.
Barometer 2 p.m. 30.00
Temperature 2 p.m. 64
Humidity 2 p.m. 73
Lighting Up-Time 6.31 p.m.

(Continued on Page 7.)

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THE DIOCESAN CONFERENCE.

Where is the Church Failing?

YESTERDAY'S INTERESTING DISCUSSION.

The outstanding feature of yesterday's meeting of the Church of England Diocesan Conference, held in St. John's Cathedral Hall under the presidency of the Bishop of Victoria, was an interesting discussion on "Where is the Church Failing?"

Copies of the proposed constitution and standing orders of the Victoria Diocesan body were circulated. The constitution was explained by the Rev. Copley Moyle, who proposed adoption. The resolution was seconded by Dr. Earle.

The meeting considered the constitution in detail, and adopted it with some slight amendments. The constitution provides that the conference shall consist of the Bishop of the Diocese, who shall be President, all clergy of the Church of England resident in the Diocese, and lay representatives of either sex, in the proportion of two for every congregation of 100 or less than 100 communicants, and one additional representative for every additional fifty communicants, to be elected annually.

Standing Committee.

On the proposition of Dr. Sanders, the following were appointed the Standing Committee, with power to add six to their number: Mr. M. E. F. Airey, Mr. A. Dyer Ball, Dr. Earle, Mr. W. L. Patterson, Hon. Mr. H. E. Pollock, Sir Claud Severn, Mr. L. Forster, Mrs. Pollock, Lady Severn, Rev. J. R. Lee and Rev. H. C. Copley Moyle.

Where is the Church Failing?

The Rev. R. J. Northcott, Chaplain to the Force, opened a discussion on "Where is the Church Failing?" He said, in part:

Before we can discover where the Church is failing we must see exactly where she ought to be standing. According to her traditions the Church of England ought to be standing in the mean between the two extremes. The two extremes or opposite ways of presenting Christianity are usually known as the Catholic and the Evangelical. In the Evangelical presentation of Christianity emphasis is laid chiefly on the word of God in the Bible.

The ideal of the Church of England has been to take the middle course—"The mean between the two extremes." The middle course is always the best course. But it is the one most criticised, the most dangerous, and the most difficult to keep. We may in the mean be including all that is good and true on both sides; on the other hand we may be leaving out all that has any meaning on either side.

A Special Service.

So many men have said to me they do not go to Church because they do not see any point in it. Why don't they see any point in it? Let us go with our worshipper into a quite typical service. He is a man, let us say, who loves his Bible, there are passages in it which make a rare appeal to all that is best in him. But often enough the lessons "appointed for the day" are quite unsuitable for public reading. No effort of elocution can make anything intelligible out of what is being read. The psalms are, of course, the most perfect expression of spiritual feeling. But when we have to stand bolt upright and listen to a choir, which is not a choir of angels, struggling

through sixty verses, not only our piety and our attention but even our legs are put to a severe test. The prayers seem to be for the most part for the King, the Royal Family, and Parliament, or things equally remote. It would be unkind to criticise the sermon, but it is not as a rule anything particularly enlightening. So when our worshipper gets home he says he does not see the point in going to church. He feels like somebody said he felt after one of Disraeli's dinners that everything had been served cold except the ice. Indeed, if people do not come to Church to receive the Sacraments, and if they are brought into an atmosphere where they can pray, and if there is little in the whole service to quicken the mind to the thought of God, it is questionable whether there is any point in going to Church. Fortunately, a good deal of what I have said is not true. It is a caricature. But it is a caricature in which one remembers the original.

Make The People Feel at Home.

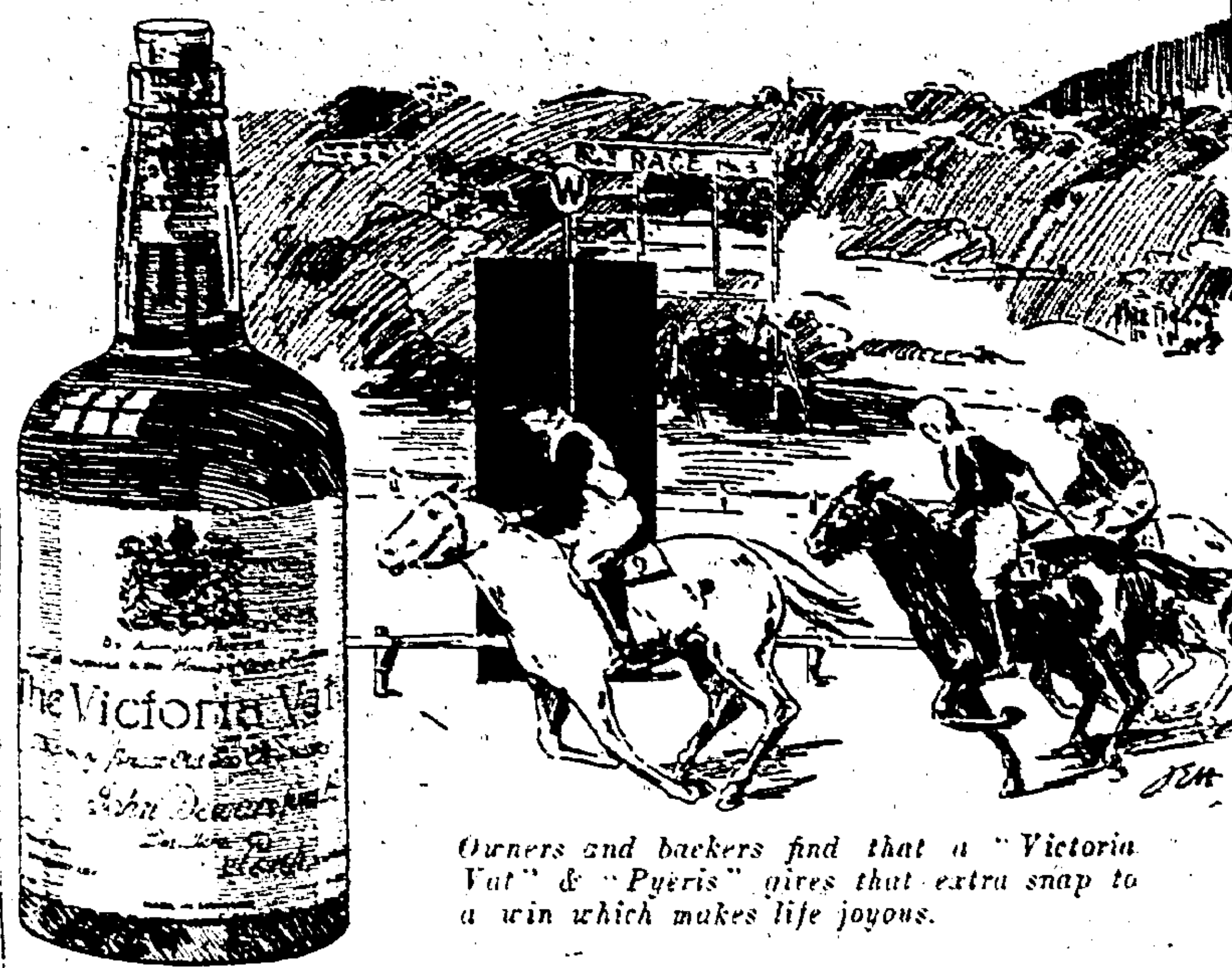
What I want to emphasise is not whether this is or is not typical of the Church of England, but rather how utterly unlike this the Church of England ought to be. The ideal of the Church of England is to give her people the whole Catholic faith, with something of that simplicity and freedom for which the Evangelicals have striven.

There are in England to-day a considerable number of clergy, especially in London and the larger provincial towns, who are presenting Christianity in their Churches according to the very best ideals of the Church of England. They are the people who are quietly succeeding the extreme Anglo-Catholic.

They have no party name and no party ambition. They are not bothering about parties at all. The first thing they have tried to do has been to make the people feel at home again in the Church. They have not done this by stunt services or stunt preaching. For the most part they have not gone in for bizarre innovations. The chief thing they have added to the Church service is common sense. They have compared the service they are providing with the people they are providing it for. They have taken care that when a man comes to Church it will not be the fault of the service if he can see no good in it. They either have singing worth listening to, or else something everybody can sing. The lessons read from the Bible do contain lessons. The prayers are real prayers. Some priests for the prayers kneel about half-way down the aisle amongst the people and conduct, if not exactly a prayer meeting, prayers for extempore needs. Moreover, they have grasped the fact that no man can preach as constantly as do the clergymen have to preach without constantly talking rubbish. So the clergy do not do all the preaching. They find that laymen and sometimes laywomen have the gift of prophecy to an extent which is often denied the priests. Each service is properly thought out beforehand. It has a character and life of its own.

But that is only one side of their work. The other side is their Sacramental teaching, which is absolutely definite.

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The result of presenting Christianity in this way, in a way that is true not only to the Church, but to the heart of England, has resulted not only in crowded Churches, but in many places there has been positively a religious revival, perhaps at the moment, especially among the better educated. So much so that a clergyman who has recently come out from England said to me the other day, "Why on earth are you going to talk about the Church failing when she's never had so much life in her for the last fifty years?"

Sunday Schools.

A question of first rate importance which we have no time to go into now is the question of Sunday Schools. We are beginning to realise that teaching young people is not an easy thing. It is an art. And those who know nothing about it can do more harm than good. Of course everyone is in favour of really good Sunday Schools, but it would be interesting to know how many of the utterly mistaken ideas about what Christianity really is, are not due to well-meaning but incompetent teaching in Sunday Schools.

The study circle method which the Bishop of Victoria has run so successfully here, or perhaps similar discussions on a somewhat larger scale might do a great deal. The modern world has got to be told quite plainly that the wider range of the modern mind means that it is becoming less and not more easy for God to be kept in a corner of it. Religion must either be the dynamic force of the whole personality or else dwindle to less than a name.

When we consider what vigorous efforts a man must make to have a religion that is a practical one it is surprising that we do not have attached to every Church some society for men and women which aims at a pretty high standard of Christian discipline, with rules, for instance,

about attendance at Communion, Bible reading, intercessory prayer and most certainly a rule about reading set books, advised by the priest controlling the society. But on one point we must insist. Rules alone are quite useless. Nobody keeps them. If you are going to have rules you must have a quarterly, if not a monthly report on whether the rules are being kept. In this way you can build up a body of people who are really living and enjoying the Christian life, and can moreover give a reason for the hope that is in them.

Only those who have tried it know how difficult it is to lead a disciplined spiritual life. Perhaps the clergy know better than anybody else how essential it is. The clergy do realise this. They are doing it. They are trying to realise that teaching young people is not an easy thing. It is an art. And those who know nothing about it can do more harm than good. Of course everyone is in favour of really good Sunday Schools, but it would be interesting to know how many of the utterly mistaken ideas about what Christianity really is, are not due to well-meaning but incompetent teaching in Sunday Schools.

We all want inspiration. The people expect to find it in the clergy, and the younger clergy expect to find it in the older clergy. None of us find as much of it as we should like. By inspiration we do not mean what Mr. Guadalupe would call "The ponderous enunciation of the obvious." We mean we expect to find some result from the contact of human personality with Divine Truth. We look to those who have been long in the service of the Master for those sure judgments, that spiritual perception, and quiet confidence in God, which comes to those whose eyes have beheld even the broken rays from the Vision Splendid towards which for ever the feet of the Blessed move.

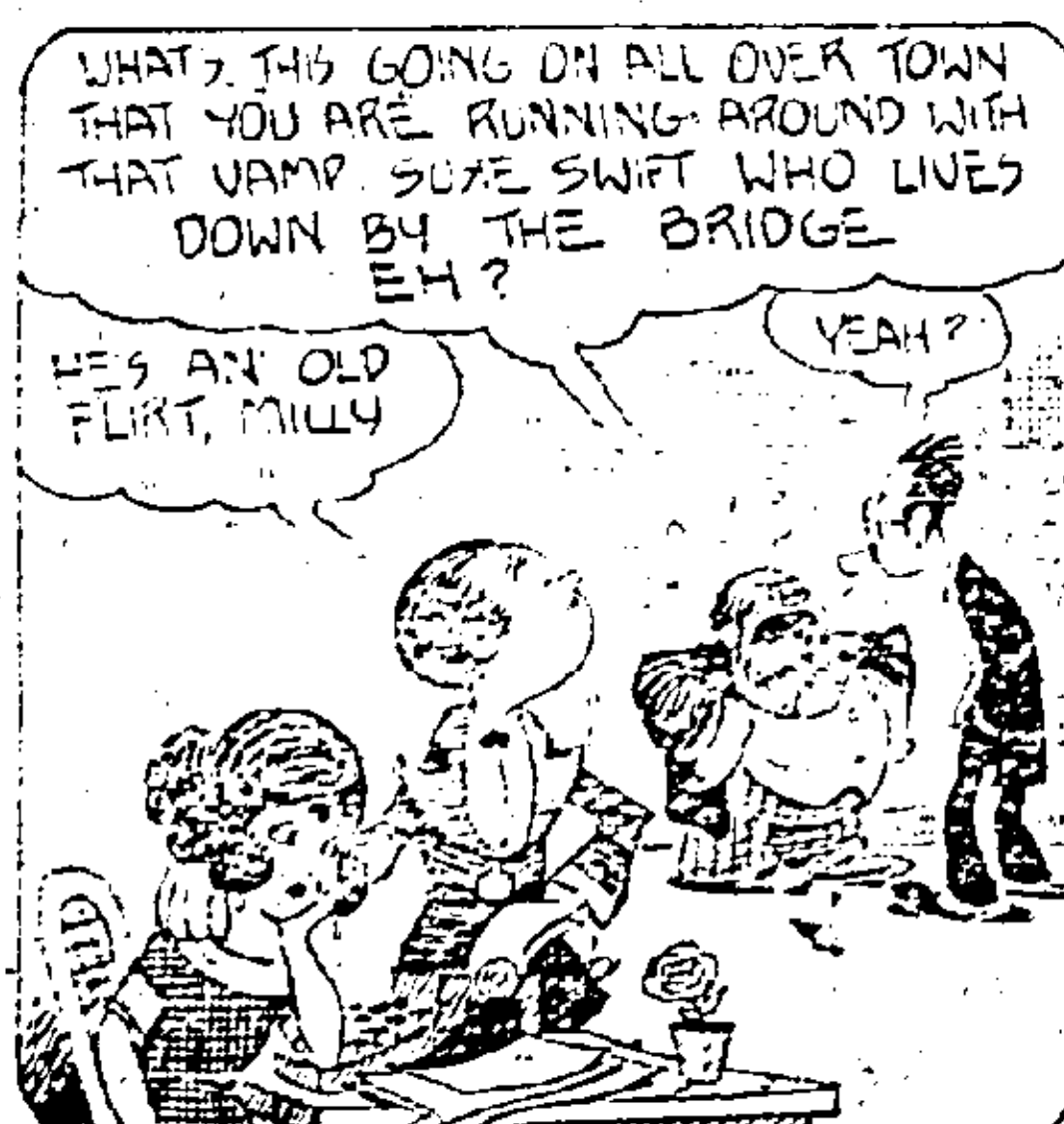
In the Highways and Hedges. Rev. G. T. Walgrave, said the inference to be drawn from the address was that the marriage feast had been prepared, the house was decorated, and full arrangements made, but nothing had been said about going to the highways and

hedges and appealing to all to come in. It seemed to him that that was where the Church needed to be more interested in season and out of season. They wanted to go and fetch the people to the Church, meet them at the door and make them welcome when they were inside. They should share in their amusements and get to know something of the difficulties they were up against in their business.

Hon. Mr. H. E. Pollock thought the Church was too much outside the business of every day life. They asked the average man his opinion with regard to Church matters, and he gave a straight answer, he would say that the Church and its principles were something entirely apart, something which only appealed to people on Sundays and festive days, and that the Church had very little relation to the facts of actual life. Mr. Pollock urged that the Church would become much more of a reality if it were taken as well as to the clergy if they realised that it was the intention of the Founder that it should be done on earth as much as in heaven, and that it should be done not merely on Sundays and special days, but daily and hourly.

Too Many "Odds and Ends." Rev. G. R. Lindsay spoke of the great need there was for clergymen being allowed more time for study and thought. Whilst he agreed with Mr. Walgrave's remarks about going out and appealing to all come in—which summed up in one word meant "visiting"—he would like to point out that those who went out should be thorough equipped as teachers. He pleaded for greater indulgence on the part of the congregation. Much of a clergyman's time was taken up with odds and ends, in what had been called "invis" social work, and thought that perhaps congregation (Continued on Page 3.)

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THE DIOCESAN CONFERENCE.

(Continued from Page 2.)
made too large demands upon them sometimes in this respect. Laymen looked upon clergymen as spiritual teachers.

Bishop Molony mentioned that in Shanghai the Church of England Men's Society held fortnightly meetings at which various questions were discussed. They were of great educational value and did much good. They were conducive to strengthening Church life and the Christian faith of both laymen and clergy.

Rev. Copley Moyle expressed the opinion that the Church did not stand as definitely as she ought for righteousness. One of the reasons why the Church had failed was that she had not taken a lead in condemning anything and everything which was evil. He had been told that the Church was ready to condone anything if there was behind it the influence of power and wealth. It seemed to him that a great number of people whom they could least afford to lose were driven away through their holding the idea that the Church did not stand as she ought to stand for righteousness.

More Commonsense Wanted.

Rev. T. B. Powell deplored the fact that common sense was lamentably absent from many Church of England services. "What does the ordinary layman want when he comes to the Church?" the rev. gentleman asked. "I feel that one of his great needs in a place like Hongkong is that when he comes to the Cathedral he should be able to realise the presence of God more easily there, than say he does in Ice House Street." Mr. Powell agreed that it was not easy to attract the laymen, and it would continue to be difficult so long as they felt that they would be in the midst of "a Tory party crowd." He agreed with Mr. Northcott that there should be more elasticity in their services, some extemporary prayer and more commonsense displayed in their dealings. He felt that upon those lines there could be made some advance.

Taking a broader view, Mr. Powell thought the Church was failing in the world because it had not adapted the precept of the Sermon on the Mount to its organization. It had not solved its own problems on Christian principles and, therefore, could not turn to the world and ask it to solve its problems in the same way. Consistently the Church had adopted worldly methods; it had almost become, de-spiritualised and its weakness had become a by-word in the streets. Again, he felt that they were inclined to lay too much stress on services, and not enough on service.

After some further discussion, the session was brought to a conclusion with prayer by the President.

THE EVENING SESSION.

A Mission of Help Wanted?
At the evening session the chief speaker was Bishop Molony of Cebu, who introduced the subject of the "Need of a Mission of Help in the Far East," and in the presence of Bishop Ferguson-Davies of Singapore, who did not arrive in time to speak, went on to discuss "Some Practical Suggestions."

The President, the Bishop of Victoria, again presided.
The Right Rev. Bishop Molony said he had been staying at the Peak for three days and so might be qualified to speak of Hongkong. From the Peak he could look down on a view that was stimulating to a Briton. He could see the Law Courts, the statue to the memory of the glorious dead. There were the statues in the square, one of Queen Victoria, whose memory, in spite of Mr. Strachey, they still revered. Britons could think of what had been done here in the last eighty years and they had something of the feelings of Nebuchadnezzar. "This is great Babylon." He had been asked to speak on the subject of the need of a Mission of Help. Was it needed? All he could look down upon in Hongkong was not really Babylon; they were not purely material things he saw. Those law courts stood for British justice in a land where it was notorious that justice was difficult to obtain.

Civilization and religion had been brought here and placed before the Chinese. They should be proud of it, and thankful to God that something has been done here. The Bishop went on to speak of the position of the young man, who came from England to China. Here club-life took the place of home life. At home he might never have tasted anything stronger than soft drinks, but here he learned what cocktails and

whisky-soda were. They had to acknowledge that they did need some help and so they came to discuss the possibility of this mission of help. Could the Home Church really help? They read the Church papers and saw how distracted the Home Church was. There were discussions on the Christian faith and alteration of the prayer book. Could anyone come from home to pull them together so that they could feel it a real help? Would they be able to recover the foundations that seemed to be slipping away from many of them? His opinion was that missionaries coming from Home could help them in the Far East.

He believed a constructive period was coming following on decades of destructive work on things very near to the foundations of their holy faith. He was home in 1920 and he was in churches that were thronged with people. That was in places where there was a real message. He believed there were many men at home who would be able to bring them a message of hope. He thought the name "A Mission of Help" was inadequate. If it was going to be an effort of the home church and if they were going to choose the men and send them out then he thought the title adequate. But if they themselves were going to do this it was inappropriate. They wanted a mission of Repentance and Hope. They wanted a slogan which could be put to the fore front in order that people might know what they were about. He then went on to speak on the practical points and said it was hoped that the mission would come the winter after next and it was suggested that it should begin in Manchuria and work down to Shanghai, Hongkong and Singapore. The Bishop of Victoria and Bishop Norris were going home this summer and it was suggested that they should try and persuade someone to come out.

Missions.

He then went on to ask a number of questions, among them, whether a woman missionary should come, whether they wished to stir Hongkong or to make some steady, practical, and reasonable advance in the church life. According to what their idea of what the mission should be they must choose the men. If they wanted to stir

the place then have a man like Studdart Kennedy. He also mentioned the name of Miss Maud Royden. On the point of finance he said they must decide whether the money for the mission should be raised locally or at Home.

The president remarked that recently ten Hongkong clergy met together and they felt the suggested title, Mission of Help, was not the right one. He went on to speak of what had been done in the case of a recent mission in India.

Sir Claud Severn said he thought the suggested mission was a very good thing but it was not good having it if it was not well done. He had the opportunity of going home last year and he met on the voyage the Dean of Manchester who had been on the mission to India. Sir Claud went on to tell of what he had heard of the mission there. He said he thought they did wish to stir up the city here but not by revivalist meetings. They wanted something better than that.

Bishop Banister spoke of a mission meeting he was at last Good Friday. It was held in a theatre and there were over 3,000 people there who sat for three hours listening to the Rev. Studdart Kennedy. If they were going to have missionaries out they should get that man.

The Rev. Copley Moyle spoke in favour of having a Mission of Help, saying he warmly supported it and he moved a resolution "that this meeting warmly welcomes the suggestion of a Mission of Help." This was seconded by the Hon. Mr. H. E. Pollock and carried unanimously.

Various suggestions were made as to the name that should be given to the proposed mission.

Bishop Mosher of Manila remarked that he desired something of the sort in Manila. There they tried to make the Cathedral the Church of the English speaking people. They were very successful in the matter of funerals and weddings, but in other matters the Britishers were apt to feel it was an American church. He stressed the need of a Mission of Help there.

On the suggestion of Sir Claud Severn the matter was adjourned till a day later in the week when the Bishop of Singapore could be present to speak on the matter.

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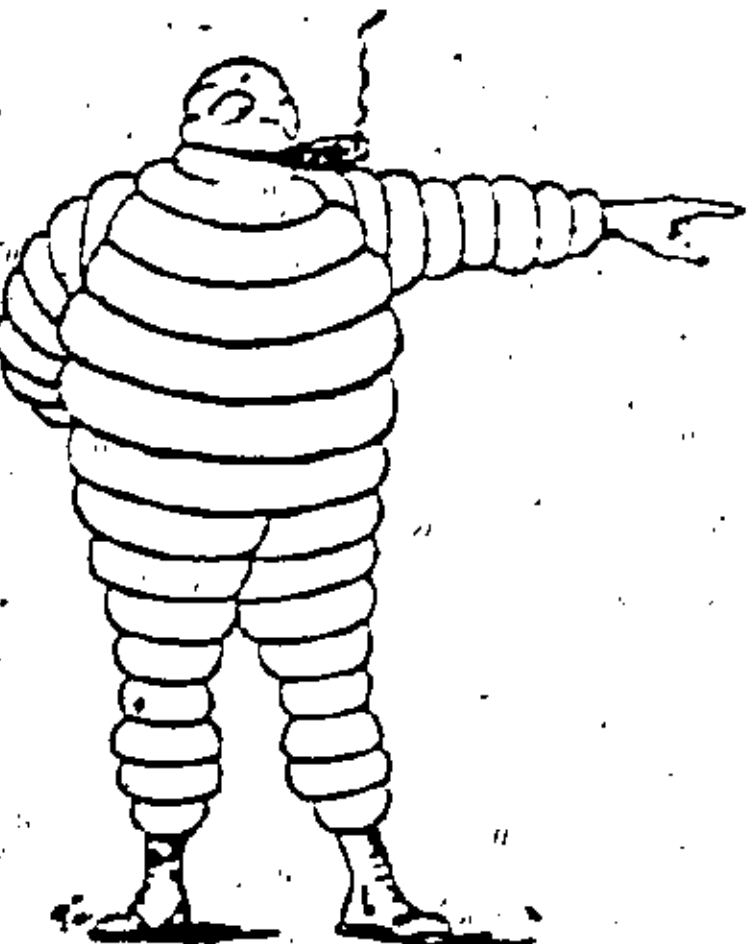
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Introducing: Part—Entrance of Czar; Lily and the Sun; Love Letters; You can always tell a Russian; Wonderful World; It's a most surprising thing. Part 2—I'm but a simple maid; Slowly the day is dying; Star of Fate; Finale, Act 3.
955 "CATHERINE"—(a) Overture; (b) Entr'acte, Act 2; (c) Quartette, A Most Surprising Thing. GAIETY THEATRE ORCHESTRA.
956 "THE BEAUTY PUZZLE"—Selection. In Two Parts. LONDON THEATRE ORCHESTRA.
957 "HEAD OVER HEELS"—Selection. In Two Parts. LONDON THEATRE ORCHESTRA.
958

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MICHELIN TYRES

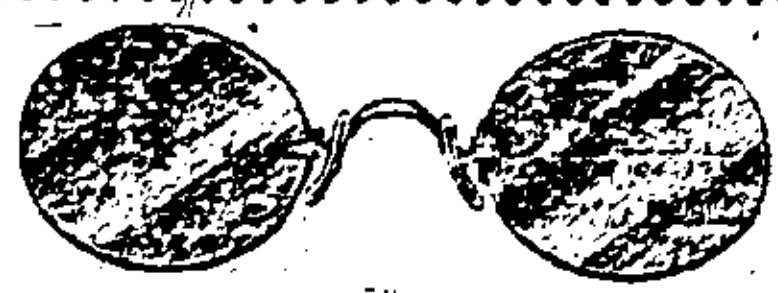


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WANTED.—Small room in Central district suitable for an office. Apply Box No. 1078 c/o. The "Hongkong Telegraph."

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TO BE LET.

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—Furnished 3-Roomed Flat in Kowloon from 1st March. Apply Box No. 1083 c/o. "Hongkong Telegraph."

TO LET.—One large office room in Queen's Building, 2nd floor to be let. Apply to Post Office Box 423.

TO LET.—Two roomed flats Chanting Street. Light & airy, electric lights, water, two minutes from Sharmen British Bridge. Apply E. R. McGee, Sharmen.

HOUSES.—Sheungshui, land 250,000 S. Ft., 4 rooms, 4 Bathrooms, Hall, Veranda, Garage, Tennis Court, Garden, etc. Residences also for disposal on Peak and in Homantin. We buy also. Tel. 4308, Hongkong Small Investor's Share & Real Estate Co.

TO LET.—From March 1st, 1924, for 6 months, "The New" 253, The Peak, six-roomed bungalow with garden and tennis court, partly furnished. For further particulars, please apply to the Agents, Sang Kee, New Bank Building, 2nd floor.

TO LET.—Top and first floor No. 6 Jordan Road 3 rooms hall and servant quarters with flushing system. Vacant from 1st April. Apply Koon Tai & Co. No. 24 Des Vaux Road Central.

LOST.

LOST.—Red Setter Dog—Licence No. 653 of 1924. Finder please return to or communicate with Silka 6, Salisbury Avenue Kowloon or c/o. Dodwell & Co., Ltd. Hongkong.

UNIVERSITY OF HONGKONG.
Matriculation and Senior Local Examinations.

NOTICE is hereby given that the above examinations will commence on Monday, June 9th, 1924.

Forms of entry and copies of regulations and syllabus can be obtained on application to the Registrar.

Each Entry Form duly filled in must reach the Registrar together with the statutory fee of \$15 (H.K. Currency) before March 26th.

Candidates offering more than 7 subjects will be charged an additional fee of \$1 for each subject so offered.

No scholarships will be awarded on the results of this examination.

M. TEESDALE MACKINTOSH, Registrar.
Hongkong, 7th March, 1924.

NOTICE.

ST. STEPHEN'S COLLEGE past and present students will unite at a sports gathering at the Chinese Recreation Club on WEDNESDAY, 12th inst., at 3 p.m. The Band of the East Surrey Regiment (by kind permission) will be in attendance.

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held in the Hongkong Hotel, on MONDAY, 17th March at 7.30 p.m. Price per person \$4.50 exclusive of Wines.

All those wishing to attend please send their name to the undersigned before 14th March. H. McTAVISH, Hon. Secretary, c/o China Sugar Refinery

GARLAND STEAMSHIP CORPORATION.

WE beg to advise that we have been appointed Agents for The Garland Steamship Corporation operating a bi-monthly service between San Francisco and Portland, and Japan, Shanghai, Hongkong and Manila. Particulars of sailings, rates of freight etc. can be obtained from the Undersigned.

JARDINE, MATHESON & CO., LTD.

Agents.
Tels. C.215 & 3696.
Hongkong, 8th March, 1924.

THE HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE

FROM 1st April 1924 until further notice the price of current for Lighting and Fans will be reduced to 15 cents per unit.

Discounts will remain as before. GIBB, LIVINGSTON AND CO., LTD. Agents.
Hongkong, 10th March 1924.

NOTICE.

THE Fourth Annual Dinner of Queen's College Old Boys' Association will take place on Saturday, 15th March at 8 p.m. in the Hall of Queen's College. Members are requested to send in their subscription before 12th inst. The minimum charge is \$3.

Members intending to invite guests are requested to notify Mr. C. Choa, Asia Banking Corporation, or the undersigned. H. C. HUNT, Hon. Secretary.

NOTICE.

THERE will be a Musical at the Helena May Institute on Thursday March 13th at 5.30 p.m. Tea will be served from 4.30 p.m. Tickets, 50 cents each, may be obtained from the Secretary, and should be booked in advance.



Protect your voice

To improve the voice and protect the throat from infection, pop an occasional Evans' Antiseptic Throat Pastille into your mouth.

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See the raised bar on every Evans' Pastille.

REGISTRAR.
Hongkong, 7th March, 1924.

NOTICE.

THE interest and responsibility of Mr. John Scott Harston in our firm ceased on the 6th March 1924.
DEACON HARSTON & SHENTON.
Hongkong, 7th March, 1924.

NOTICE.

WE have admitted Mr. Reginald Frederick Mattingly a partner in our firm as from the 6th March 1924.
DEACON HARSTON & SHENTON.
Hongkong, 7th March, 1924.

NOTICE.

THE business of Solicitors and Notaries Public heretofore carried on by us under the style of Deacon, Harston & Shenton will, as from to-day's date, be carried on under the style of "DEACONS."
DEACON HARSTON & SHENTON.
Hongkong, 7th March, 1924.

BILLIARDS.

HOKOM TONG CUPS.

PALACE HOTEL.

Entries for the Annual Billiard Handicap, Ho Kom Tong Cups valued at \$300, will close on 25th March, 1924.

1st Prize Cup Valued \$175.00
2nd do do do 75.00
3rd do do do 50.00

Entrance Fees \$3.00 to go to Local Charities.

Intending Competitors will kindly send in their names with Entrance Fees to Proprietor PALACE HOTEL

NOTICE.

NOTICE is hereby given that Mr. LAI HIN MAN the Owner of THE KOWLOON HOTEL, Kowloon, has as from the First day of March, 1924, leased THE KOWLOON HOTEL with all the furniture and etc. therein to Mr. FRANK LEWIS COOKE upon terms mutually agreed.

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

THE Owners of s.s. "Honam" invite sealed tenders for the purchase of this vessel, either for breaking up purposes or running. Tenders must be subject to the conditions of sale which may be inspected at the Company's Office or at the office of the Company's solicitors, Messrs. Deacon, Harston and Shenton, Hongkong.

The Company does not bind itself to accept the highest or any tender.

By order of the Board of Directors.

JOHN ARNOLD, Secretary.
Hongkong, 19th Feb. 1924.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders of The Hongkong & Shanghai Hotels, Limited, will be held at The Hongkong Hotel, Pedder Street, Hongkong, on SATURDAY, the 22nd March, 1924, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the Board of Directors for the year ended the 31st December 1923, confirming the appointment of Directors, and re-electing a Director, and the Auditors.

THE TRANSFER BOOKS of the Company will be closed from Friday the 14th March 1924 until Saturday the 22nd March 1924, both days inclusive.

By Order of the Board.
PERCY H. SUCKLING, Secretary.
Hongkong, 6th March 1924.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

THE Fifty-fifth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Thursday, the 27th March 1924, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1923.

The Share Register and Transfer Books will be closed from the 13th to the 27th March 1924, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Managers.
H.K. Fire Insurance Co., Ltd.

A. S. WATSON & CO., LTD.

Notice is hereby given that the Thirty-Ninth Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Saturday, the 15th March 1924, at 11 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October 1923.

The Register of Shares of the Company will be closed from Tuesday, the 11th day of March, to Monday, the 17th day of March 1924, both days inclusive, during which period no Transfer of Shares can be registered.

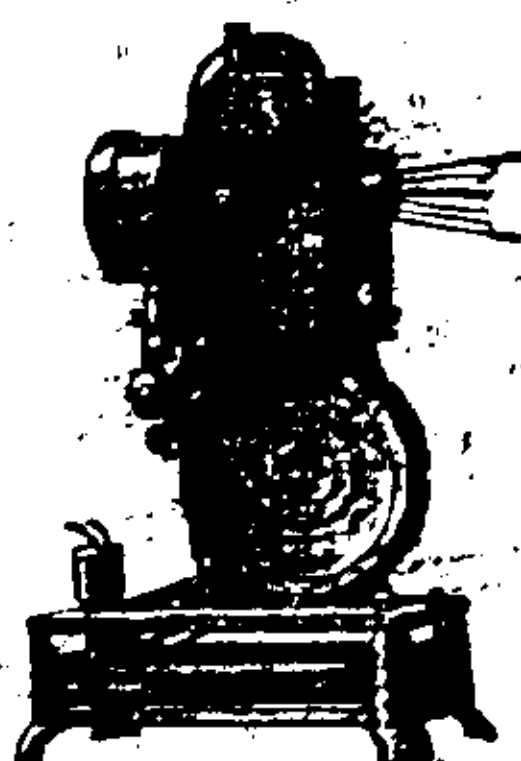
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 5th March, 1924.

SAVARESSE'S Santal Capsules

The best internal treatment. So made that the antiseptic is not freed by the digestive juices. No nausea can result. Physicians recommend them. From all Chemists.

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The full Band of the 1st East Surrey Regiment (30 performers) in a choice selection of light classical compositions.

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Can A Woman Love Twice?

See this crashing answer to the burning question that every woman has asked herself.



Don't miss this all compelling photo-drama of a beautiful young mother who was torn twixt loyalty to memory and hope of future.

Commencing Wed., 12th.

AT THE

WORLD THEATRE

THE DIOCEAN BOYS' SCHOOL, HONGKONG.

THE Committee of the School have appointed The Rev. H. du T. Fyner to act as Headmaster during the absence on furlough of the Rev. W. T. Featherstone.

H. C. MOYLE, Hon. Secretary.
Hongkong, 10th March, 1924.

FORTHCOMING AUCTION SALES.

Lammert Bros. HUGHES & HOUGH LIMITED.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 18th March 1924, at 12 o'clock noon at their Sales Room, Duddell Street.

One Graves Etchell 30 cut (lined for 2 tons) Electric Furnace, including one 250 K.V.A., two 200 K.V.A., one 150 K.V.A., and one 180 K.V.A. Single phase transformers, complete with all cables, copper bars, cast iron clamps, 2 way grooved bronze bars, and bronze bolts, and spares &c., &c. 4½ Tons ACHESON'S 6 ELECTRODES 4 Tons CROMITE

(Intending purchasers may view the above at the Old Steel Foundry Building, Shaubkuwan Road, on any day between the hours of 2.30 and 5 p.m. Inspection orders may be had from Undersigned) Terms—Cash on Delivery LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, Wed., the 12th March, 1924, commencing at 11 a.m.

at the premises of The China Provident Loan & Mortgage Co., Ltd.

Godown No. 5 West Point (for account of the concerned) 298 Cases Canadian Dry Salt Herrings

Terms—Cash on Delivery. LAMMERT BROS. Auctioneers.

By Order of the Mortgagees, Particulars and Conditions of Sale

of the Valuable Leasehold Property Situate at Victoria in the Colony of Hongkong and known as "Oaklands" situate upon Inland Lot No. 2182, to be Sold by PUBLIC AUCTION on

WEDNESDAY,

the 26th day of March 1924 at 3 o'clock p.m.

at their Sales Room, Duddell Street, Victoria Hongkong, by Messrs. LAMMERT BROS. Auctioneers.

The Property consists of:—All that piece or parcel of ground situate at Victoria, Hongkong, and known and registered in the Land Office as Inland Lot No. 2182 together with the messuage, erections and buildings thereon erected and known as "Oaklands" Oaklands Path. The property is held for the unexpired residue of the term of 999 years from the 25th day of June 1862, created by an Indenture of Crown Lease dated the 29th April 1917, and made between His Majesty King George V of the one part and Lan In Chung of the other part. Annual Crown Rent \$32.00 Area 29,812 square feet.

For further particulars apply to: Messrs. JOHNSON, STOKES & MASTER, Mortgagees' Solicitors, or to Messrs. LAMMERT BROS., The Auctioneers, Hongkong, 3rd. Marc, 1924.

NOTICE.

H.K. DOG & CAT SHOW.

BY kind permission of the Officer Commanding the Hongkong Defence Corps, a Show will be held in the Parade Ground on Saturday 15th March at 2 p.m. There will be classes for all kinds of dogs, including cross-breeds and puppies, also litters of puppies. If sufficient entries are received there will be classes for cats also.

Entry forms may be had from the undersigned. Entries close on Tuesday 11th inst. at 5 p.m. and intending competitors are notified that owing to the trouble in compiling the catalogue no entries can possibly be accepted after that date.

B. L. FROST, Hon. Secretary & Treasurer, c/o. The E. B. Telegraph Co.

Other notices appear on Page 5 & 12

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

G. R.

TO-DAY, TO-MORROW and THURSDAY.

the 11th, 12th and 13th March, at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

Old and Surplus Naval Stores, etc., etc.

Comprising:—Money Chests, Dingies, Whalers, Cutters, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ship's Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hoses, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood, Iron and Gun Metal Blocks, Lamps, Ganges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Chain Cable, Drilling, Slotting, Bending, Milling and Grinding Machines, Lathes, Power Driven Saws, Pinnace and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Old Packing Cases, Packing Boards, Old Casks, etc. Also sale of Old and Surplus Victualling Stores at Kowloon on FRIDAY, 14th March, commencing at 11 a.m.

Comprising:—Table Linen, Implements, Serge, Flannel, etc., Remnants, Blankets, New Boots, Shoes and Caps, Sundry Articles of Dress and Table Gear and Clothing, Condensed Provisions for Poultry Feeding, etc. Terms of Sale:—As detailed in Catalogue.

HUGHES & HOUGH, LTD., By Appointment Auctioneers to the Admiralty, Hongkong, 11th Feb., 1924.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned), on FRIDAY, the 14th March, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries.

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggons, Dinner Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side tables and Cabinets, &c., &c.

Also 2 New Carpets size 3 x 4. (Full Particulars from Catalogue). Terms:—Cash on delivery. HUGHES & HOUGH, LTD. Auctioneers.

NOTICE.

THE Committee of the School have appointed The Rev. H. du T. Fyner to act as Headmaster during the absence on furlough of the Rev. W. T. Featherstone.

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G. FALCONER & CO. (HONGKONG) LTD.
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RECOMMENDED FOR THE ERADICATION OF DANDRUFF
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New Millinery, New Sunshades

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NOTICE

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STEAM NAVIGATION CO.**

**STEAM FOR SINGAPORE,
PENANG, COLOMBO
AND BOMBAY.**

**THROUGH BILLS OF
LADING ISSUED FOR
EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
AND LONDON.**

THE Steamship,

"KIDDERPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on SAT., the 13th. March, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,

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Hongkong, Mar., 10th. 1924.

RADIO—MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators. Crystals, Aerial Wires, and all other parts.

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LENGTH 787 FEET.

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DEPTH ON CENTRE OF

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CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE AGENTS
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TEL. ADDRESS:—"TAIKODOCK" HONGKONG.

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THE EAST ASIATIC CO., LTD.

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Regular Freight and Passengers Service for Bangkok, Hongkong, and return.

Will leave for Bangkok on or about

Expected on or about

S.S. "Banka" (1648 tons)	19th. March	25th. March
M.S. "Bintang" (1725 tons)	29th. March	4th. March

Subject to change without notice

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The S. S. "ASIA"

will be loading for Valencia, Dunkirk, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports about

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Further Sailings:— { Expected on or Will leave homewardbound

M.S. "Siam"	24th. March	on or about
M.S. "Chile"	9th. April	on or about
M.S. "Africa"	26th. April	on or about
M.S. "Malaya"	20th. May	on or about

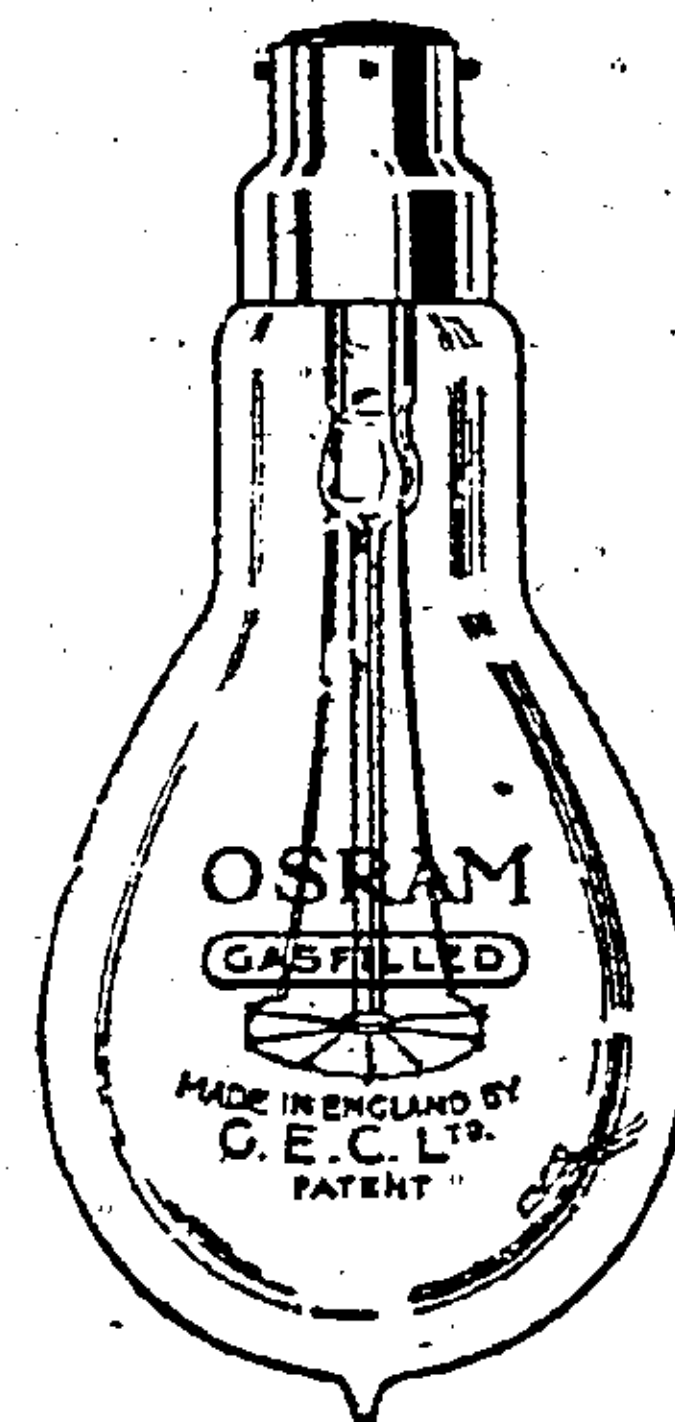
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METAL GOODS and HARDWARE.

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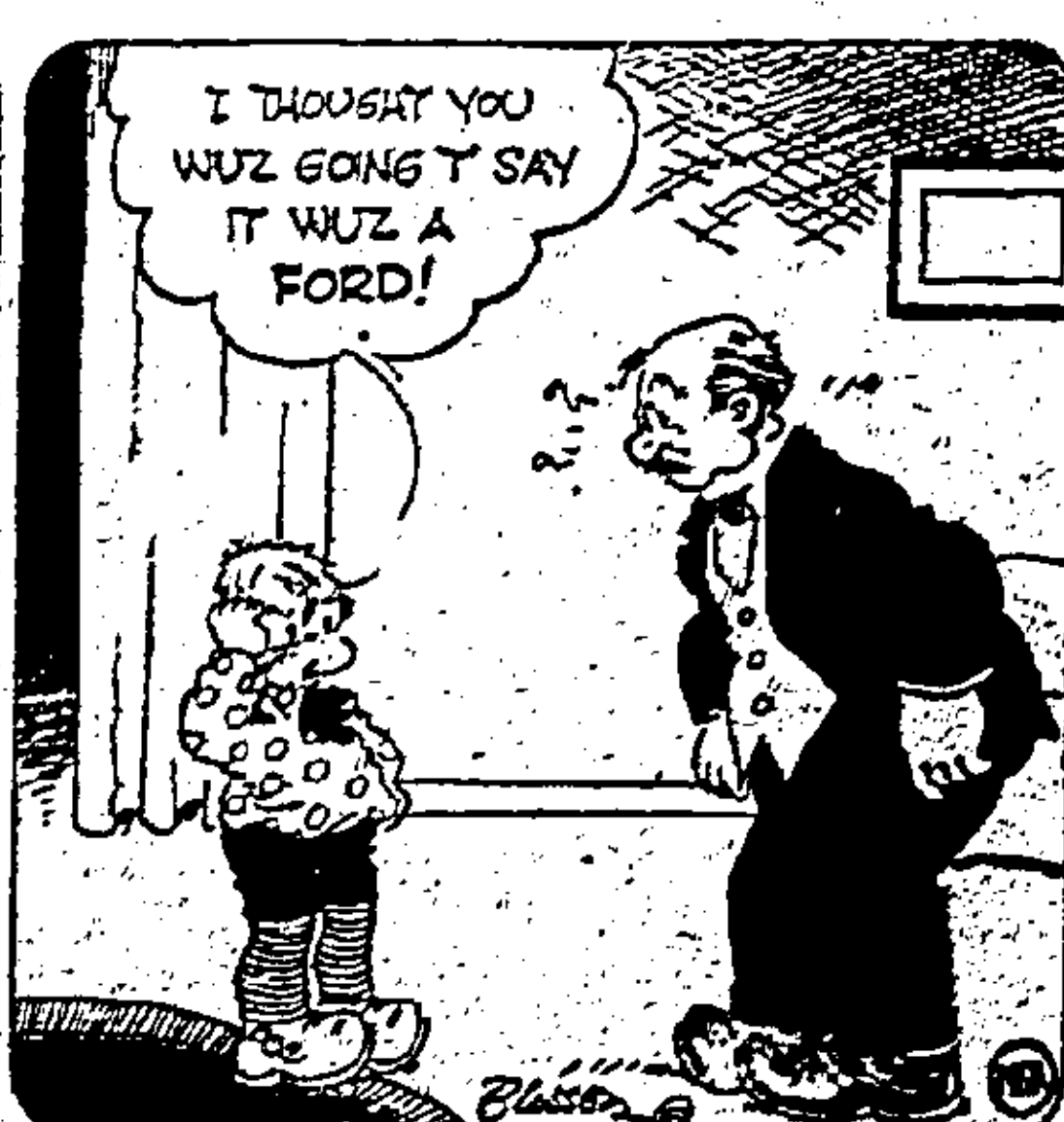
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For many years we have enjoyed a reputation for Ports and Sherries second to none. We invite connoisseurs to give our "D" & "E" brands of both a trial. We do not ask them to buy blindly but to visit our extensive Wine Vaults and taste these choice wines before buying.

A. S. WATSON & CO., LTD.
WINE SPIRIT MERCHANTS,
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GET A MOUTRIE PIANO

ON
**EASY PAYMENT
TERMS.**

We deliver the Piano on payment of the first instalment and the balance is payable in small monthly sums that will not embarrass you.

Send for a Catalogue TO-DAY.

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CHATER ROAD.

DELICIOUS ENGLISH FRUITS.

SERVED AS A DESSERT. ADDS
THE DESIRED "FINISHING
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DINNER.

CHIVER'S BLACK CURRANTS	per tin	\$1.40
" RASPBERRIES	"	1.55
" STRAWBERRIES	"	1.20
" BLACKBERRIES	"	90
" RED PLUMS	"	95
" GOOSEBERRIES	"	1.15
" DAMSONS	"	70
" GREENGAGES	"	1.00
" VICTORIA PLUMS	"	1.20
AUSTIN'S STRAWBERRIES	"	\$1.60
" RASPBERRIES	"	1.50
" RASPBERRY AND CURRANTS	"	1.40
" VICTORIA PLUMS	"	1.00
NESTLES THICK CREAM	large	80
	med .45 sml .35	

LANE, CRAWFORD, LTD.
TELEPHONE 4567.

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Every wineglassful of Wingarnis brings increased strength and vitality to those who are Weak, Anemic, Nervous or Run-down. An outstanding feature of Wingarnis is its extraordinary power in rebuilding exhausted vitality, and in promoting new strength, new vigour, new rich, red blood, and new nerve force. And the reason Wingarnis does this is because it is a Tonic, and a Restorative, and a Blood maker, and a Nerve Food—all combined in one rich, delicious, health-giving preparation. That is why over 10,000 Doctors have recommended Wingarnis. And it is also the reason why countless thousands of Weak, Anemic, Nervous and Run-down Men and Women have obtained renewed health, enriched blood, invigorated nerves, and a fund of new vitality from Wingarnis. And what Wingarnis has done for others it will surely do for you.

WINGARNIS

The Telegraph.

HONGKONG, 11th March, 1924.

BADLY BUNGLED.

The impression left on us as a consequence of the interview which one of our representatives had yesterday with the Assistant Colonial Secretary is that the piracy prevention question is being badly handled. For more months than we care to remember, the task of drawing up regulations designed to combat the evil has been engaging the attention of the Government and the Chamber of Commerce. Latterly, the China Coast Officers and Engineers' Guilds have intervened in the discussions and put forward certain definite proposals. Now, without the least warning, the Government officially gazettes a new and lengthy list of regulations which are to take the place of those previously in force. This step has been taken despite the fact that the Government is still in communication with the Chamber of Commerce on the subject, and apparently without taking the least notice of the two Guilds mentioned, except to point out verbally that the suggestions put forward by these bodies are impracticable. To us, this sudden action of the Government is inexplicable.

According to Mr. Fletcher, the new regulations are merely of a temporary character and can be amended at any time. We regret to say that we cannot regard them as being any more "temporary" than other officialy-gazetted regulations. All are liable to amendment from time to time, as circumstances warrant. These new regulations have all the appearance of finality in the sense that they go forth as the Government's considered opinion of what is needed to prevent or minimise piracy. Taken in their strictly legal aspect—and if they are not to be strictly enforced they can have little value—they mean that any ship which leaves this port without complying with any of the conditions is committing a breach of the law. When it is borne in mind that the provisions include the construction of "dodgers," screens of bullet-proof material the entire breadth of the bridge deck, metal or grille doors to the engine rooms, etc., it will be obvious to the meanest intelligence that a considerable

time must elapse before such regulations can be enforced. Yet, according to the Gazette, these things are compulsory—not at some future date, but NOW.

The more we think of this problem the more convinced do we become that it has been tackled from an altogether wrong angle. The best and the only satisfactory method would have been for representatives of the Government, the owners and the Guilds to get together, thresh the whole issue out and then draw up regulations agreeable to all. Seeing that the Guilds represent the men most affected—the men who know the practical side of the question from actual experience, and the men on whom the duty of seeing the regulations carried out will principally devolve—we cannot but regard it as regrettable that they should have been shown so little consideration in the matter.

We think that the Government should, without further ado, admit that it has made a mistake in gazetted the regulations at this stage, rescind them at once, start all over again, take the Guilds into full consultation, issue at the earliest possible moment such regulations as can be agreed upon by all parties, and later publish an entirely fresh set of rules. If these latter should involve the necessity of structural alterations being carried out aboard ships, then sufficient notice should be given to allow of this being done. As things now stand, the whole question is in a shocking muddle.

Sunday Sport.

The Bishop of Victoria, Dr. Duppuy, referred to the old bone of contention yesterday—Sunday sport. The point of view of the Church is a sound one, namely that professing Christians should not allow games and general recreation to interfere with the thanks they should offer in God's House for the very health and leisure that enables them to enjoy sport of any kind. It is really a very small sacrifice asked for, just an hour or so once a week. This does not mean that those Christians who do not go to Church in Hongkong are necessarily permitting sport to interfere with their proper worship, but merely look upon Sunday as the day for relaxation from work and for pastimes. They would, most of them, keep away from a place of worship even if there were no open-air recreation to tempt them. That is the bare truth of the matter. Yet, as the Bishop said, Europeans are not on the whole more irreligious out here than at home. Many persons of irreproachable life are not churchgoers. It is merely a sign of our times that we now observe, bluntly, churchgoing has lost its appeal. The problem facing the Church to-day is how to win these people back to the habits of their forebears. As a lay journal we shall not attempt to discuss the subject further, except to record our own view that there are worse ways of observing the Sabbath than by indulging in healthy recreation, maybe after six days of strenuous office work.

Troublesome Ireland.

It is so long since news of serious Irish events last came to hand that one reads of the present trouble with something of a shock. The press of other items had served to drive thoughts of Ireland's problem out of mind, until it became possible to hope that the problem had reached a final solution. We learn now of threatened disturbances by demobilised men (mostly ex-officers) of the Irish National Army. The Free State Government has recently found it necessary to institute a policy of economy, and the reduction of its active army is one of the means of effecting a saving in national expenditure. With the return of comparatively peaceful government a large armed force has been found unnecessary. We can sympathise with these demobilised officers, who are faced with a serious unemployment problem, but their action in seizing weapons and ammunition is indefensible. Their contention that old political discrimination is being shown

DAY BY DAY.

CALL A SPADE A SPADE AND ONE MIGHT AS WELL USE IT TO DIG ONE'S GRAVE.—T. L. C. Humberstone.

A Reuter's message from Brussels says M. Theunis has reformed the Cabinet.

The Junior Championship Competition, played at Fanling on the 9th inst., was won by Mr. G. Murray, 13 up and 12 to play.

K. Keith, who was convicted for being absent from the House of Detention without leave, was sentenced to a week's hard labour this morning at the Magistracy.

Master Emil Danenberg's first public recital takes place this evening in St. Andrew's Hall, when the youthful performer will play thirty-one items. Mrs. D. J. Brown will also sing.

A seven-year-old Chinese boy was knocked down by a motor car at the junction of Smithfield and Catchick Streets, Kennedy Town, yesterday, and removed to hospital, where he died last evening.

The usual Wednesday Public Meeting of the Hongkong Lodge Theosophical Society will be held on Wednesday March 12th at 3.45 p.m. at the Lodge, 15, Queen's Rd. Central. Subject: "Theosophy and Science." All are welcome.—Advt.

Yesterday afternoon two lots of Crown land situate at Ho Mun Tin were sold by public auction, the total area being 197,910 square feet and the upset price one dollar per foot. The lots were purchased by a number of Chinese, of the Wing On Company, at a sum which works out at \$1.10 per foot.

For being drunk and incapable on the Praya last night, A. Freeman and H. Hansen, described to be seamen, were charged before Mr. J. R. Wood at the Police Court this morning. They admitted the offence and his Worship in discharging them added the caution: "Don't let me see you here again."

Girl students and members of workwomen's guilds held a demonstration in Canton on Saturday, to observe International Women's Day. Banners were displayed with such inscriptions as "Down with the Concubine System," "We Demand Co-Education" and "Equal Rights for Women in Voting."

It is reported that Mr. C. C. Wu and Mr. T. C. Kuo, respectively Secretary and Assistant Secretary of the Canton Department of Foreign Affairs, are leaving for the North shortly—the former to congratulate Marshal Chang Tso-lin on his birthday, and the latter to attend the birthday celebrations of Marshal Tuan Chi-jui.

The transport Sicilia arrived at Hongkong yesterday with several officers and married families aboard. Among those who disembarked were Lieut.-Col. Bacchus, R.A.P.C., Major Lewis, R.A.M.C., Capt. Davies R.A.M.C., and Mrs. Cooper, wife of Lieut. Cooper of the East Surreys. The Sicilia will leave to-day with a small draft of the Loyal Regiment under Lieut. Bulling, for North China.

When two coolies appeared in Mr. E. W. Hamilton's court this morning, in reply to a charge of assaulting a tallyman employed by the China Manure Company, the complainant said he had refused them work on account of a disagreement. He pointed to a man seated amongst the other spectators in the court as having helped in the assault by pushing him into the harbour. His worship called the spectator up, had his name added to the charge and placed him in the dock. This man later received an order, in common with the two other defendants, to play a fine of \$5 or to undergo seven days' hard labour.

against them, proves that the hatchet of dissension has not been finally buried. We can only trust, with the memory of previous anarchy still in mind, that some means of settling this fresh trouble will quickly be found, and that the new cloud on Erin's horizon will be dispersed while it is yet but a cloud, no bigger than a man's hand.

PIRATES POST LETTERS.

ADDRESS OF "KWONG SHUN" CAPTIVES GIVEN.

The whereabouts of passengers on the pirated ferry launch Kwong Shun, who are being held to ransom, has been disclosed through the receipt in Hongkong yesterday of three letters written on behalf of detained persons to local addresses. The recipients took these missives to the owners of the pirated vessel and then to the Police.

The boldness of the pirates is shown in the open manner in which their captives' address is disclosed. Each envelope bears the "chop" of the robber gang, and evidently the miscreants themselves wrote and posted the letters, which give the stronghold of the gang as being at Kau King Sha Mt. Tau Mun, Heungshan district. The writers ask that preliminary ransoms be sent—money, canned foods, clothing, silk, cigarettes, and opium are the articles listed. One missive deliberately states that unless the ransom be forthcoming within ten days, the unfortunate captives "will be shot without mercy."

The money etc., asked for is really "tea-money," preliminary to the negotiations for the final ransom. The envelopes which bear the pirate gang's emblem also have the Kongmoon and Canton postmarks. The "chop" is an imposing one, giving the name "Wong Ng. of Heungshan." The gang, it is said, is known as the Hung Yee Tong, and consists of ex-soldiers.

The Manager of the Company which owns the Kwong Shun, seen this morning, said future action would largely depend on what the authorities did. He added that naval assistance from Hongkong was most likely. The offer of the Chinese naval commander at Kongmoon had been found impracticable, as it would have to supply all the coal needed in a search, which might be prolonged indefinitely.

LOCAL CRICKET.

The following will represent the H.K.C.C. 1st XI against East Surrey Regt. at Happy Valley on Saturday:—

T. E. Pearce (Capt), Col. T. A. Robertson, R.E.A. Webster, H. Owen Hughes, Rev. T. B. Powell, G. R. More, A. I. C. Bowker, A. V. T. Dean, E. G. Lammer, W. W. Mackenzie and D.H.F. McMaster.

The H.K.C.C. 2nd XI against K.C.C. 2nd XI at home will be:—G. H. Piercy (Captain), H. E. Hollands, L. D. McNicoll, C. R. Baron, H. Griffin, D. Reid, A. K. MacKenzie, E. C. Hagen, F. N. Young, J. A. H. Plummer and D. E. G. Nicholson.

HOCKEY.

The following will represent the Club against the East Surreys at the U.S.R.C. on Wednesday:—P. W. F. Mills, C.L.R. Becher, G. Murray, E. J. R. Mitchell, A. S. Hett, E. L. Sim, C. R. Baron, R. E. A. Webster, G. R. More, Woodward, B. D. Evans (Capt).

The Club second team against a Navy "A" team at the New Hockey ground, Kowloon (near the Marina Ground) on Wednesday, at 5.15 p.m. will be:—A. Bower, W. H. Edmonds (Capt), G. H. Piercy, the Rev. T. B. Powell, the Rev. N. Evans, D. Lyon, F. H. Holdman, H. Meacock, S. H. Garrod, F. Schnepel, L. R. Blacking.

STRUCK OUT.

PLAINTIFFS ABSENT FROM COURT.

Before Mr. Justice Gompertz, in the Summary Court this morning, the Kwong Hing Lung sued the Hing Lan firm for possession of the ground floor premises of No. 81, Queen's Road East, and for \$42, being two months' rent, and electric charges.

The plaintiffs failed to put in an appearance and the case was accordingly struck out. Mr. Justice Gompertz in reply to Mr. Russ (for plaintiff), intimating that he would reinstate the case on good reasons being shown. Mr. Macnamara appeared for defendant.

MORE REVELATIONS.

American's Loan to Mexico.

Washington, March 10. Testifying before the oil investigating committee, Mr. Doherty denied that he, Mr. Sinclair and others had financed the present Mexican revolution. On the contrary he said he had lent Gen. Obregon five million dollars to put down the revolution. Mr. Doherty's attorney has advised President Coolidge that inasmuch as the Government has declined further payments for the construction of work on the naval fuel station in Pearl Harbour, Hawaii, Mr. Doherty has personally guaranteed the company against loss, therefore the work continues.—Reuter's American Service.

U. S. GOLF.

Bellair Heights, Florida, March 10. Hagen and Havers defeated Ockenden and Kirkwood in a four ball match by one up.—Reuter's American Service.

SWARAJIST OBSTRUCTIONISTS.

Government Measures Defeated.

Delhi, March 10. In the debate on the Budget proposals in the Legislative Assembly the Swarajists inflicted a series of defeats on the Government, refusing the customs grant of seventy-five lakhs and successively rejecting by narrow majorities the Government's proposals regarding the income tax, salt tax and opium.

Moving the rejection of the customs grant, Motilal Nehru declared that while Indians welcomed the change in the angle of vision evinced by Lord Olivier's recent speech in London, the British Government's reply to the demand for responsible government was wholly unacceptable. Sir M. Hailey described the motion as an effort to bring constitutional government to a standstill.—Reuter.

FAR EAST NAVAL BASE.

Government's Policy to be Announced.

London, March 10. In the House of Commons, replying to questions, Mr. MacDonald said the Government was communicating with the Governments of the Dominions and India on the subject of the Singapore base, and he hoped to be able to indicate the policy of the Government at an early date, certainly before Easter.—Reuter.

PENNY POST MAY RETURN.

London, March 10.

The Postmaster General replying to a deputation of the printing trades, expressed the opinion that the restoration of the penny post would be the most practical solution of unemployment in the printing trade. He would endeavour to induce the Chancellor of the Exchequer to agree to the financial sacrifices involved.—Reuter.

DR. SUN'S LATEST.

Recruiting in Shanghai. Shanghai, March 11.—The North China Daily News learns that a Chinese recruiting campaign on behalf of Dr. Sun Yat-sen, is being actively pursued in Shanghai. A thousand men have been enrolled and are apparently to be despatched to Canton.—Reuter.

SHANGHAI FIRE.

THIRTY LIVES BELIEVED LOST.

Shanghai, March 11. Thirty are believed to have been killed in a fire at a Cantonese flatware last night. Hundreds of women and girl employees were rescued with difficulty. The building was gutted.—Reuter.

PALESTINE AND THE CALIPHATES.

Jerusalem, March 10.

A hundred accredited delegates from all over Palestine have conferred with the Moslem Supreme Council and unanimously offered King Hussein the Caliphate on behalf of Palestine Moslems.—Reuter.

COTTON MILL DISPUTE.

London, March 10.

The threatened cotton lockout has been virtually settled by the cardroom amalgamation with drawing from the Thornham mill dispute, which will thus become an isolated question.—Reuter.

PIRACY PROBLEM.

(Continued from Page 1.)

Authorities refrain from taking any steps in a matter which is so essentially maritime and which cannot be efficiently directed under any dual control.

2a. That, as arms are indispensable to pirates for the prosecution of their nefarious designs, it is obvious that they will make them a principal objective, firstly to gain possession of the ship and, secondly, to add them to their armament; it therefore strongly emphasises the contention that these arms are a danger and should be at once removed from the vessel.

2b. That the guards, who are neither sailors nor policemen, are not sufficiently intelligent to act in an emergency on previously formulated instructions without the steady influence of a controlling European Officer. In no case has the initiative been taken by them, they have always declined combat and accepted the least painful of the alternatives of being disarmed or shot. It is obvious that this attitude in an emergency is a hindrance rather than a help to the already outmanned Master of the vessel in any attempt to retain control of his ship.

That the control, as established by the Regulations, is a divided one in which the influence of the Police is paramount, and to such an extent that the authority of the Master is largely discounted and is frequently sullenly resisted.

That even when reports are made to the Officer Commanding Guards as to misconduct (sleeping on duty, drunkenness, disobedience of the orders of the Master and Officers) the penalties are ridiculously inadequate, and the little corrective effect they might have is rendered absolutely nugatory by the fact that frequently the same guard is returned to resume duty on board the same ship. His respect for the ship's officers is in no way enhanced when his misconduct is condoned in this flagrant manner.

That a striking instance is afforded in the case when corrective measures (report to O.C.G.) were taken against one of the guards by the Chief Officer of a river steamer which subsequently led to his death at the hands of the man he had reported; the said officer being fatally shot in the back whilst on the bridge at his post of duty, the murderer being allowed to escape.

3. That a system of patrolling the routes traversed by these vessels by armed craft equipped with wireless installations is the only means by which efficient counter measures can be taken. That this is a duty which should be entirely in the hands of the Royal Navy which is the only Service adequately equipped to carry it to a successful issue.

4. That the installation of wireless telegraph, although possibly expensive as to first cost, is nevertheless imperative and if it tends to save life and property or check this crying evil, as it most assuredly will, no consideration of first cost should be allowed to weigh against this obvious factor of efficiency.

5. That the money paid by the shipowners for the service of the guards might be more suitably directed to the insurance of the lives and bodies of the European officers engaged in vessels subject to the Piracy Regulations. Under present conditions it is the lives and bodies of these officers which form the premium of insurance on the property of others. No form of recompense for bodily injury sustained is demanded by the law and none has ever been paid.

When it is remembered that the least amount paid (in the case of vessels carrying four (4) guards) is \$1,200 per annum it is clear that this amount would easily cover any premium on the life and limb of any of the officers engaged in that vessel. It would thus be an assurance to these gentlemen that they were some real value, rather than (as appears to them at present) mere food for powder. Their present position is that not only have they their maritime duties to perform, but have in addition (at the behest of people totally unacquainted with those duties) to bear the brunt of and all responsibility for a failure to carry out the regulations.

We have no knowledge of any other civilian calling in which the employee is called upon to offer his life in order to defend the property of others, and we are constrained by reason to think that, if it were so, an adequate recompense would be given for the sacrifice.

6. That the absence of any form of enquiry into any of the cases of piracy which have occurred since that of the "Sui An" in November 1923, has given rise to an intense feeling of insecurity, greatly aggravated by the attempt, in the "Draft Regulations" submitted to His Excellency the Governor, to intensify the personal risks of those immediately concerned by a body of gentlemen who at no time ever had or ever will have similar duties to perform.

7. That as the offer of a reward for useful evidence is the practice in connection with the detection of other forms of crime, it could be profitably adopted in cases of piracy.

8. That, as it has been noticed by many of our members that the search of passengers is frequently very superficial, it is considered that a hope of reward would strengthen the incentive of the searchers to discover arms and ammunition.

9. That the necessity of pressing for a detailed reply is demonstrated by the fact that our letter of 12th September, 1923, addressed to the Honourable the Colonial Secretary on the same subject has never been acknowledged.

That the necessity of pressing for an early reply is demonstrated by the fact that, although the Regulations have been on the Statute Book since 1914, piracy is increasing and the lives of our members constantly at stake, but no satisfactory action has been taken whereby a remedy might reasonably be expected.

At any time and on any notice, however short, we shall be pleased to wait on you and endeavour to explain any points which may appear to be obscure.—Yours, etc.

(Letter from Colonial Secretary to the Guilds.)

Hongkong, Feb. 11th, 1924.
Gentlemen, With reference to your letter of the 4th. February, 1924, I am directed to inform you that the suggestions conveyed in your letter of the 12th. September, 1923, are receiving the careful consideration of Government, which will also be given to those forwarded in your letter of the 4th. February, but it is unlikely that a detailed reply can be furnished in time for your proposed meeting on Sunday, 17th. February.—Yours etc.

(Letter from Guilds to Colonial Secretary.)

Hongkong, Feb. 12th, 1924.
Sir, We have for acknowledgment your letter of the 11th inst. and thank you for the information contained therein.

It is gratifying to note that the suggestions put forward on the 4th inst. by this Guild are receiving the careful consideration of the Government and note that a detailed reply may not be ready for our proposed meeting called for Sunday next.—Yours, etc.

(Letter from Guild to Captain Superintendent of Police.)

Hongkong, Feb. 13th, 1924.
Dear Sir, Referring to an interview which took place to-day at the office of the Colonial Secretary in connection with piracy, Mr. Stokes, Secretary of the Marine Engineers Guild of China, and I are particularly desirous of an interview with you on this subject prior to our meeting of Sunday next.

Could you possibly arrange an interview with us at your office for to-morrow afternoon, at any time convenient to yourself, a phone message to the Mercantile Marine Office, West Point notifying the time arranged will suffice.

Our usual telephone lines are out of order.—Yours, etc.

(Note.)
[Mr. Laursen explains in regard to the interview mentioned: "It was on the suggestion of the Colonial Secretary that an interview was asked for and this letter was not acknowledged by the C.S.P.; but on the day following our guild meeting I received a telephone message from the C.S.P. who said he had just received my letter and asking if I was sure it had been delivered on the day of writing. My reply was that I was sure the letter was delivered by Chit Book on the 13th February and interview now had better be deferred."]—

(Letter from Captain Superintendent of Police to Guilds.)

Hongkong, Feb. 16th, 1924.
Gentlemen, With reference to the representations made to the Government by the China Coast Officers' Guild and the China Engineers Guild which include inter alia the provision of escorts or convoys for steamers in the danger zones, I have been requested to inform you that His

OBITUARY.

MR. JAMES EDWARDS.

We record, with regret the decease of an old and respected resident of the Colony in the person of Mr. James Edwards, a Greenock man, who passed away yesterday at his home at Kennedy Town after an illness of about three weeks duration.

Mr. Edwards came to China so long ago as 1883, and was third engineer in the employ of the Douglas Company, serving on several of their ships. During the Boxer rising he did transport service. After 19 years he left the Company, and went to Amoy as manager of the Amoy Engineering Co., at Kulangsu. There he remained for nine years, then becoming Chief Engineer of the Tawan, until she was sold to Japanese interests. During the war he was on the Seang Bee, and did transport service in this ship. Later he has been Chief Engineer on the s.s. Taining. He leaves a widow.

Mr. Edwards had the Boxer medal, and two Great War medals. Amongst those present at the funeral, which took place at Happy Valley yesterday afternoon, were the following: Capt. Hall, Capt. Jones, Capt. Brown, Messrs. Laursen, Anderson, McCallum, Campbell, Leighton, Thompson, Yule, Lawson, Hung, and many others.

Amongst the many floral tributes were included wreaths from Mrs. J. Edwards, wife, Mr. and Mrs. Anderson, Mr. and Mrs. Gill, Mr. and Mrs. Leighton, Mr. and Mrs. Lawson, Mr. Swanson, Capt. Brown, Capt. Hall, Mr. Yule, Mr. Thompson, Captain, Officers and Engineers of the Kowloon, Captain, Officers and Engineers of the Taining, The Engineers' Institute, The China Coast Engineers' Guild, Mr. Hung, and the Kwong Wing S.S. Company.

CHURCH AND POLITICS.

Perhaps the most unexpected comment on the political situation at Home is that of the *Church Times*. "We suggest that thanks should be offered to God for saving the country from a Lloyd George, Winston Churchill, Birkenhead combination."

Excellency the Governor has given his consent to the establishment of a convoy or escort system on the Canton River, and as far as Kong Moon on the West River to begin with. The Commodore has promised every assistance provided he can get the concurrence of the Admiral. The Colonial Government is supplementing the number of vessels which the Navy can place on this service by hired vessels to be manned and armed by the Naval Authorities for this purpose.

It is hoped that the convoy system may be brought into force within a very short time.—Yours etc.

(Letter from Guilds to Captain Superintendent of Police.)

Hongkong, Feb. 16th, 1924.
Sir, We have to acknowledge receipt of, and thank you for, your letter of even date which will be placed before our meeting of the 17th inst.—Yours, etc.

(Letter from Guilds to Colonial Secretary.)

Hongkong, Feb. 18th, 1924.
Sir, We have the honour to inform you that a letter has been received from the Captain Superintendent of Police, copy of which is enclosed.

This letter was read at a Combined Meeting of the China Coast Officers' Guild and the Marine Engineers' Guild of China held at West Point on Sunday, 17th February, when the following resolutions were passed:

"1.—That this Meeting has great confidence in the arrangement and establishment of convoys and escorts being placed in the hands of the Naval Authorities."

"2.—That with the inception of a system of convoys and escorts the Indian Guards as required by the Piracy Regulations are superfluous and should be immediately removed from the vessels, subject to the approval of the Naval Authorities."

Apart from the general approval of the meeting many officers who were on duty and could not attend have since expressed their satisfaction regarding the resolutions passed. Respectfully awaiting the detailed reply as mentioned in your letter No. 1, in 2266/1922.—Yours, etc.

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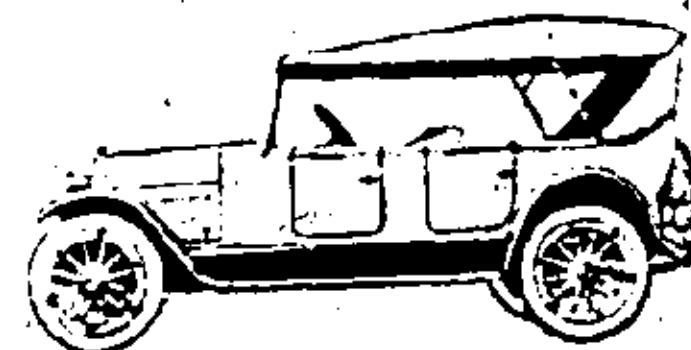
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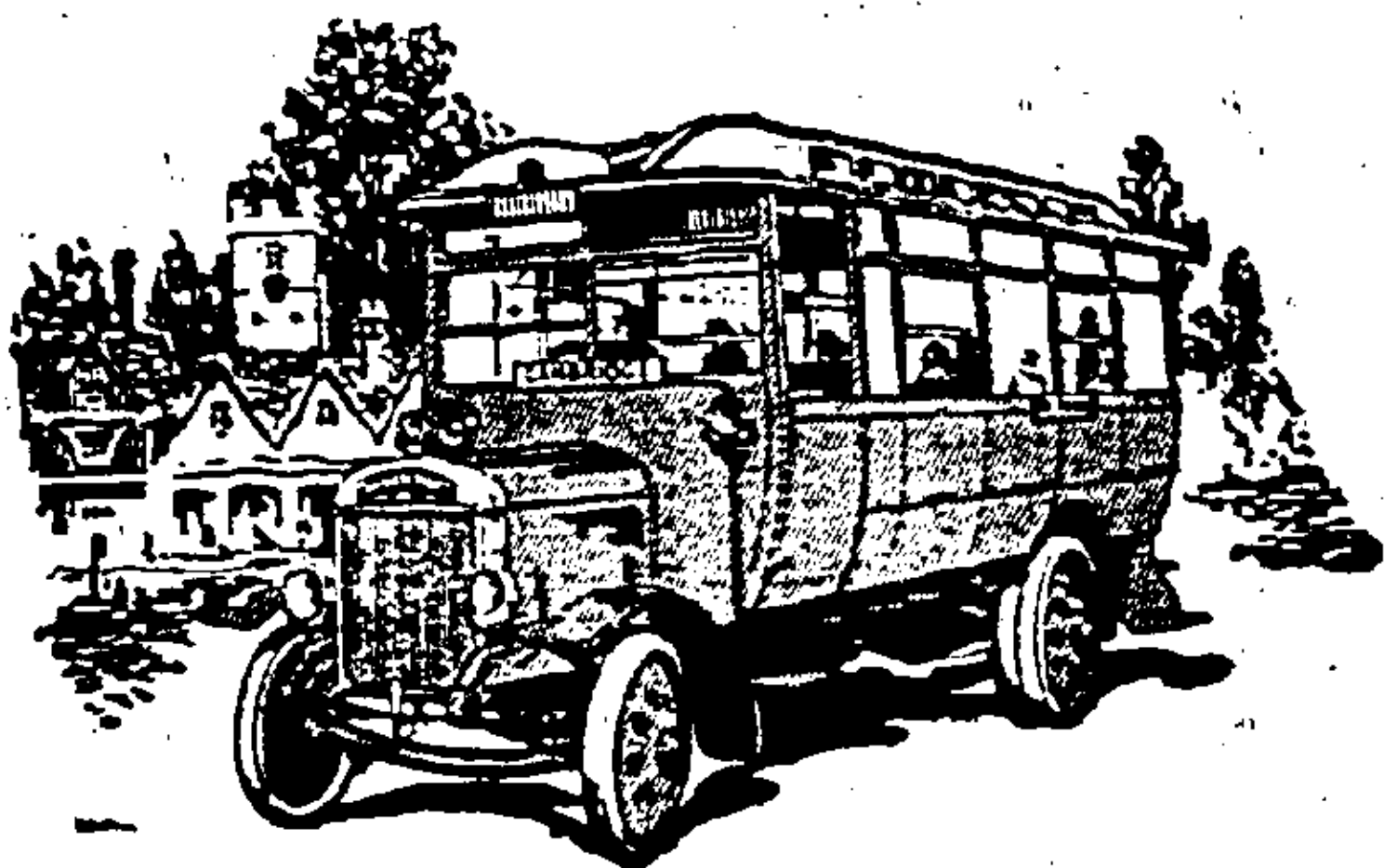
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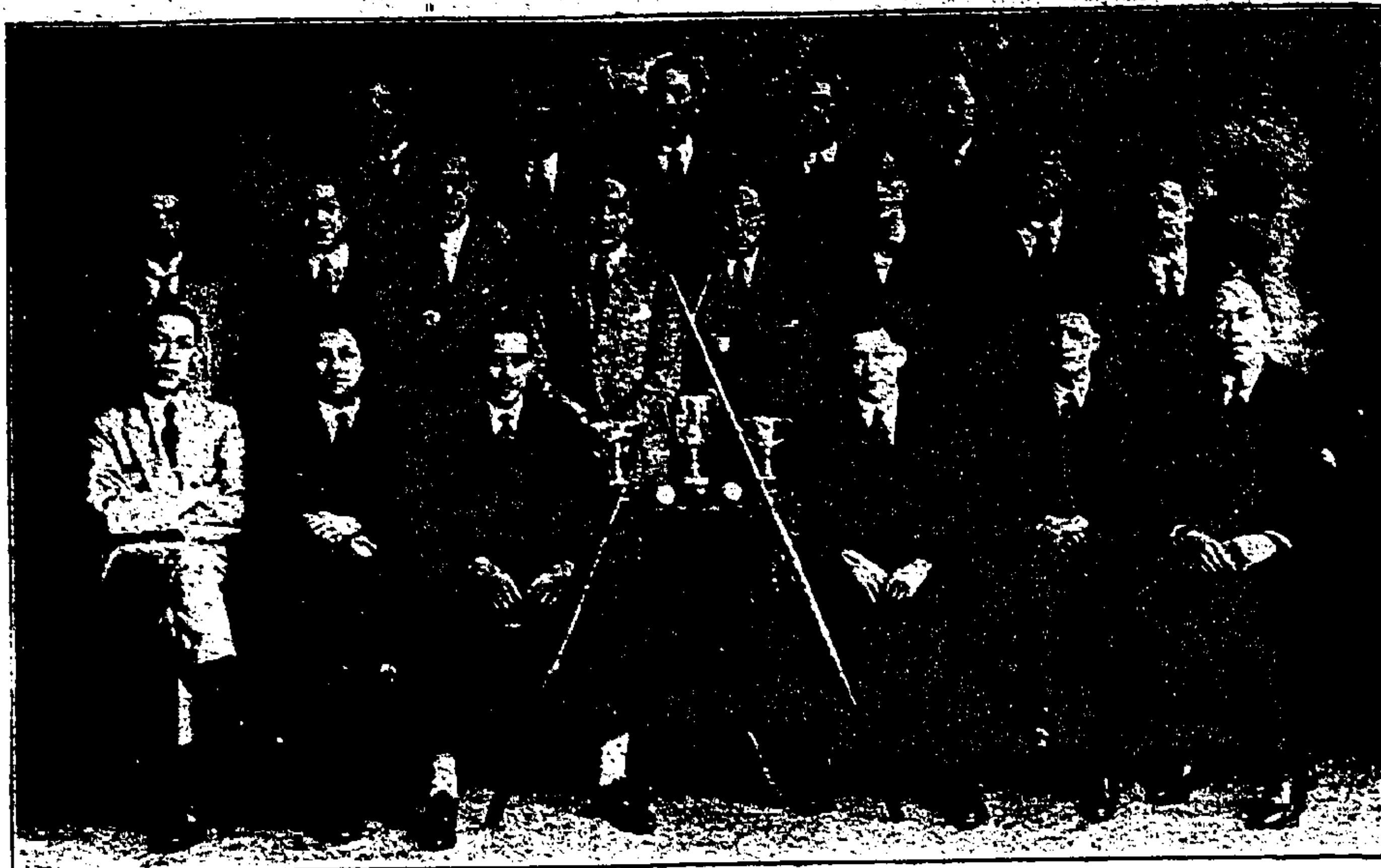
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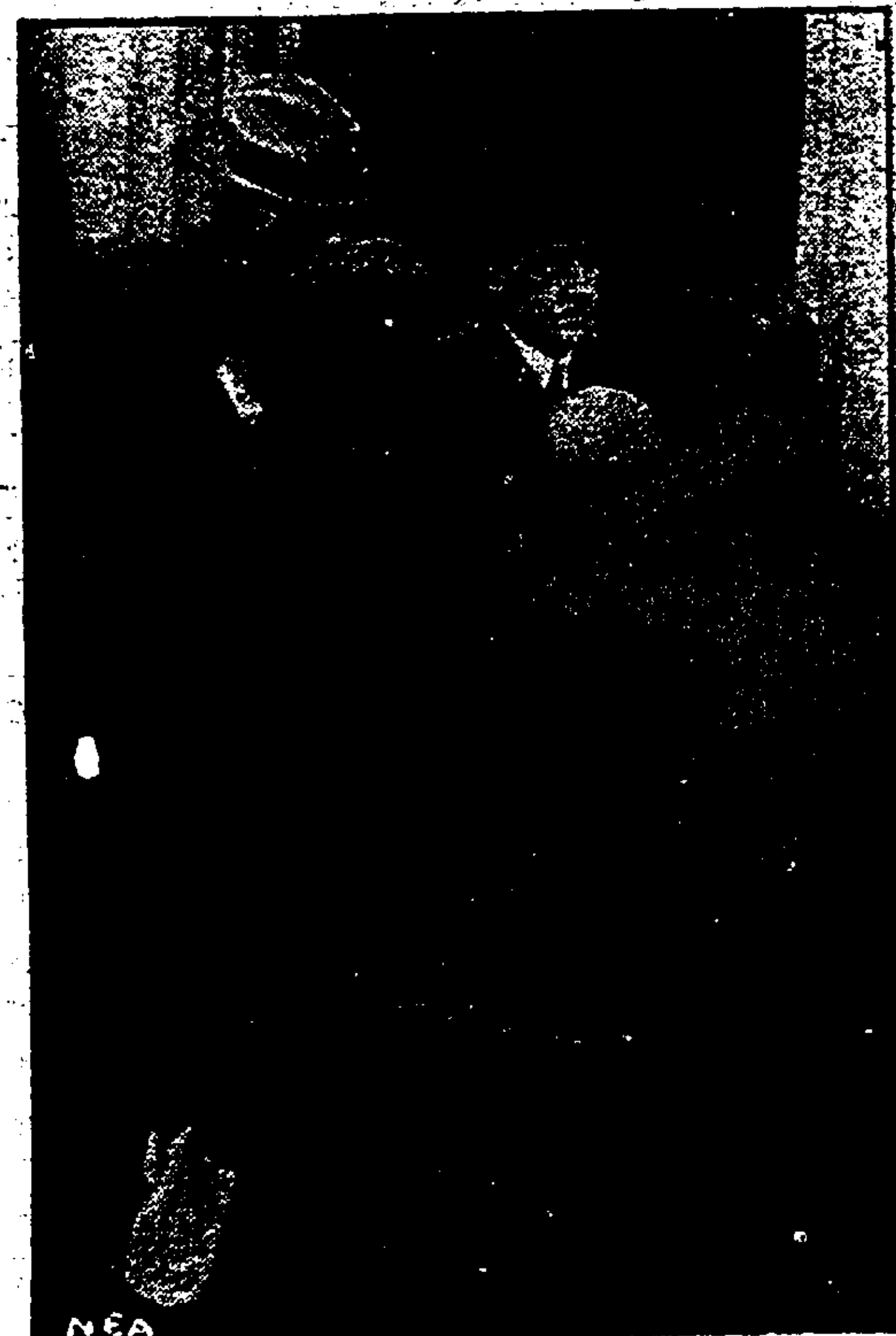
The above picture shows Shanghai and Hongkong interport billiard players and officials.



Dr. Herman Velarde, shown above, formerly was the Peruvian minister to the Argentine republic. Recently he was appointed as Peru's ambassador to the United States, a much bigger undertaking.



President Coolidge calling at the residence of ex-President Wilson on receiving news of the latter's death.



Admiral Grayson informing newspaper men of ex-President Wilson's death.



Ex-President Wilson's funeral taken as the procession left the Wilson mansion on E-street in Washington, on the way to Bethlehem Chapel of the National Cathedral.



Princess Nadejda, youngest sister of King Boris of Bulgaria, is to figure in the next royal wedding. She is engaged to Duke Albert von Wurttemberg.

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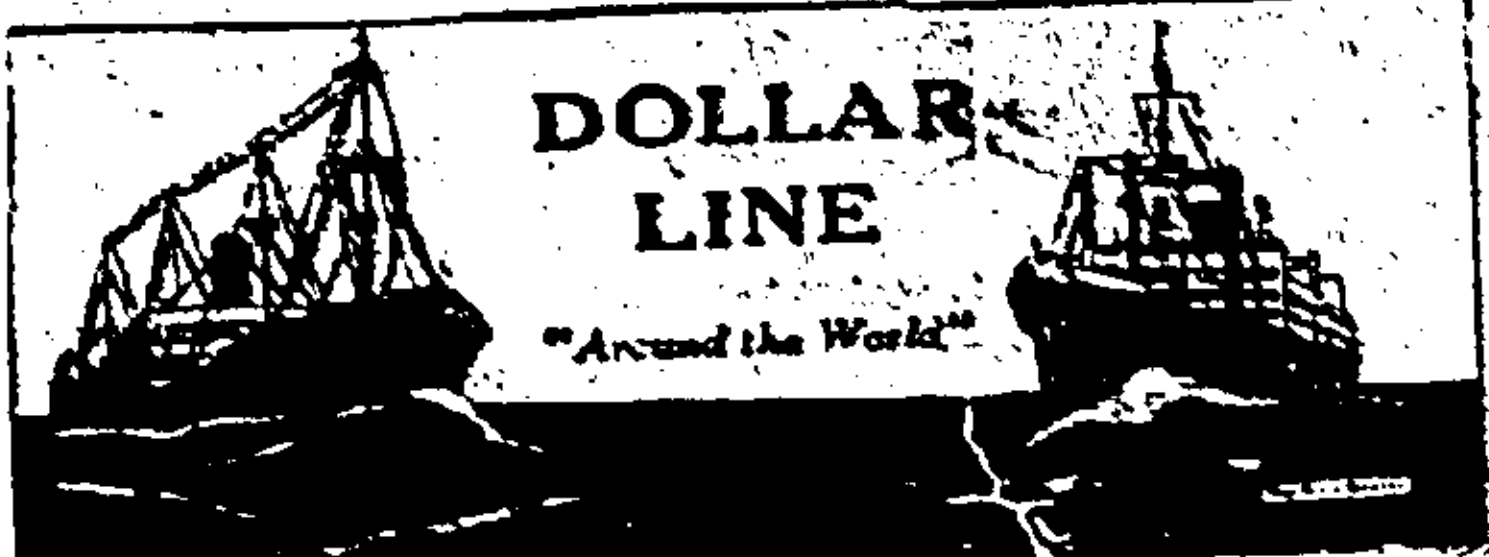
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Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on March 12th by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after March 13th will be subject to rent.

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Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on March, 10th, 1924 by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after March, 11th, will be subject to rent.

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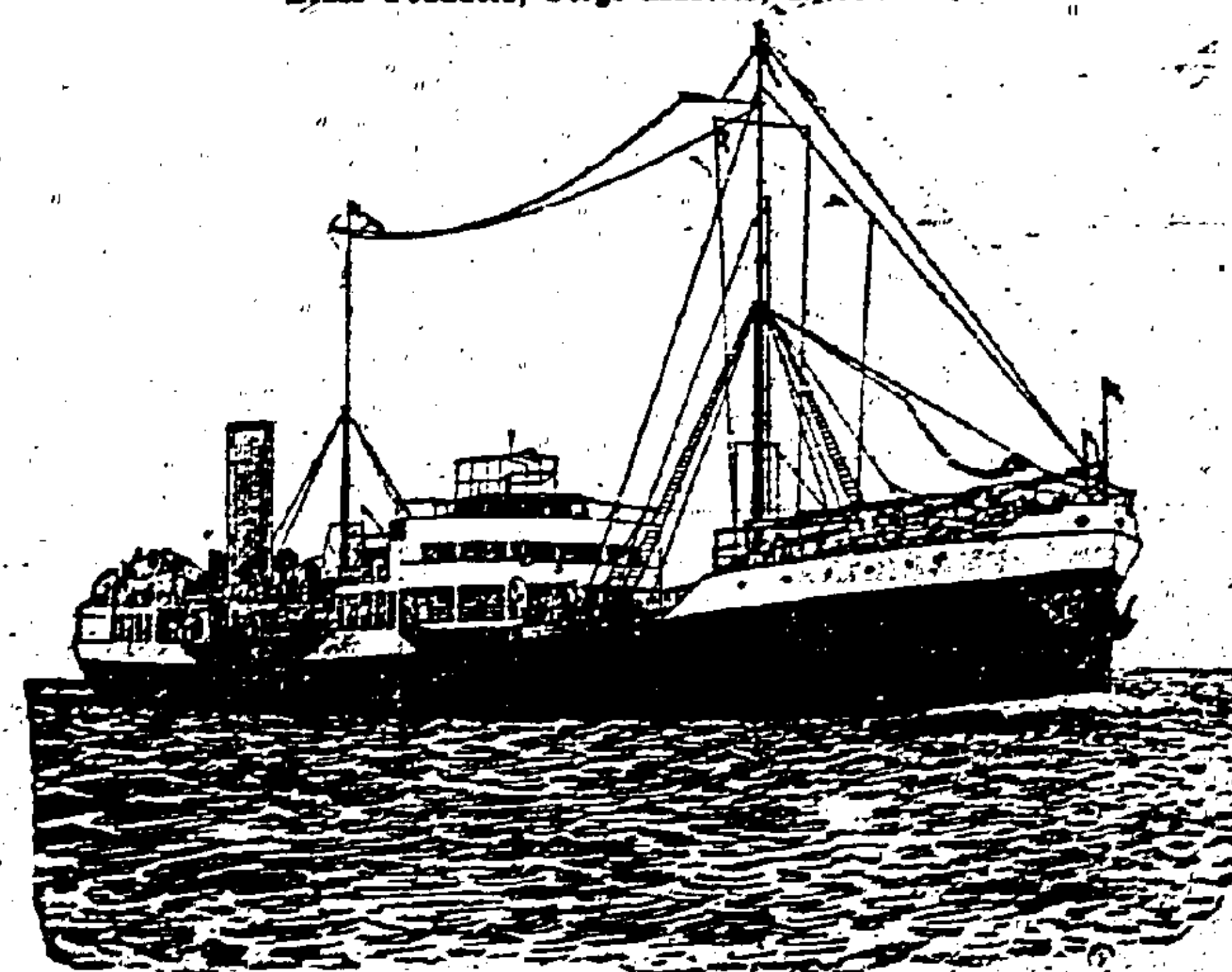
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SICILIA	6,813	23rd Mar.	Spore, Pang, Cbo & B'bay
JEYPORE	5,318	3rd Apr.	Spore, Pang, Cbo & B'bay
KRYBER	9,014	5th Apr.	M'les, London & Antwerp
NELLORE	6,853	11th Apr.	M'les, London & Antwerp
ILAHORE	5,252	11th Apr.	Singapore & Bombay
PADUI	5,907	12th Apr.	Spore, Penang & Bombay
CHINA	7,952	18th Apr.	M'les, London & Antwerp
SOUUDAN	6,634	26th Apr.	Spore, Pang, Cbo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TAKADI	6,949	16th Mar.	Spore, Penang & Calcutta
TORILLA	5,205	4th Apr.	Spore, Penang & Calcutta
TALMA	10,000	14th Apr.	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2nd Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	30th Apr.	Townsville, B'bane, Sydney & Melbourne.
EASTERN	4,000	28th May	

For further particulars apply to—
MACKINNON, MACKENZIE & Co.,
12, Des Vaux Road, Central.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	6,853	12 Mar 8 a.m.	Shanghai & Kobe
TORILLA	5,205	12th Mar.	Amoy, Moji & Kobe
KALIAN	9,118	22nd Mar.	Shanghai, Moji & Kobe
TALMA	10,000	23rd Mar.	Moji & Kobe
JAPAN	6,052	25th Mar.	Moji & Kobe
KASHMIR	8,953	4th Apr.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.

Parcels Measuring not more than 2ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to—
MACKINNON, MACKENZIE & Co.,
12, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

T. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENGLIE	10th Mar.	PEMBROKESHIRE	30th Mar.
GLENHANE	25th Mar.	London, Rotterdam & H'burg	
GLENHARRY	17th Apr.	GLENGLIE	22nd Apr.
GLENAMOV	4th May	Genoa, L'don, B'dam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 2026.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Hongkong	Pro. arr. at H'k. and Sailing for	Pro. Sailing from H'k. for M'les
CHILL	16th Mar.	16th Mar.	16th Mar.
PORRHOS	20th Mar.	20th Mar.	20th Mar.
AMAZONE	24th Mar.	24th Mar.	24th Mar.
ANGKOR	28th Mar.	28th Mar.	28th Mar.
CHAMORD	31st Mar.	31st Mar.	31st Mar.
PAUL LECAT	4th Apr.	4th Apr.	4th Apr.

[RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)
A Class } 1st Class £95.0.0 B. Class } 1st Class £83.0.0
Steamers } 2nd Class £58.0.0 Steamers } 2nd Class £50.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS).

S.S. "YALOU" loading for Marseilles, Havre, Antwerp and Dunkirk about 28th Mar.

S.S. "CAPITAINE FAURE" from Dunkirk, London, Havre, is due to arrive about the End March.

For full particulars apply to:

Messageries Maritimes Co.
3 Queen's Building.
TELEPHONE CENTRAL 740. CONSIGNMENT. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 5405, G. 5420, G. 5440.

KAGA MARU ... Thursday, 3rd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKUSAN MARU ... Wednesday, 19th Mar. at 11 a.m.

KITANO MARU ... Wednesday, 26th Mar.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... Second half of March.

LIVERPOOL via MARSEILLES & VALENCIA.

DELAGO MARU ... Tuesday, 11th March.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 19th Mar. at 11 a.m.

YOSHINO MARU ... Wednesday, 16th Apr.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Saturday, 22nd Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Second half of April.

BOMBAY via Singapore & Colombo.

LIMA MARU ... Monday, 10th Mar.

PENANG MARU ... Saturday, 15th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

WAKASA MARU ... Tuesday, 11th Mar.

TOKUSHIMA MARU ... Sunday, 23rd Mar.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Mar.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU ... Wednesday, 12th Mar.

TAJIMA MARU ... Saturday, 15th Mar.

KATORI MARU ... Sunday, 23rd Mar.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" Sailing on or about 22nd Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "GERTY"	Sails about 12th March.
S.S. "NUMIDA"	Sails about 1st April.
S.S. "FIUME-L"	Sails about 3rd April.
S.S. "DUCHESSA D'AOSTA"	Sails about 3rd May.
S.S. "NIPPON"	Sails about 3rd June.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA"	Sails about 19th March.
S.S. "VENEZIA"	Sails about 7th April.
S.S. "NUMIDA"	Sails about 3rd May.
S.S. "FIUME-L"	Sails about 8th May.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th June.
S.S. "NIPPON"	Sails about 8th July.

Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing from Calcutta on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.
City of Durban 11th Mar. Havre, London, R'dam & Hamburg.
City of York 30th Mar. M'les, London, R'dam & Hamburg.

PASSENGER SERVICE.

City of York 30th Mar. Marseilles, London, etc.
City of Cairo 18th Apr. do.

FARES TO LONDON.

Single 1st Class A £62 B £84 2nd Class A £62 B £56.
Return 1st Class A £161 B £147 2nd Class A £108 B £98.

Cargo Steamers Saloon Passage £56.

For further particulars apply to
HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.
CANTON. Tel. Central 750.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
RANGKOK via Swatow Hangang	Tues.	11th Mar. at 4 p.m.
TTAO via Swatow & S'hai Fausang	Wed.	12th Mar. at 7 a.m.
STRAITS & Calcutta via Laisang	Wed.	12th Mar. at 3 p.m.
SANDAKAN via Chusanang	Wed.	12th Mar. at 1 p.m.
SHANGHAI via Swatow Essang	Fri.	14th Mar. at 7 a.m.
MANILA via Amoy Suisang	Sat.	15th Mar. at 11 a.m.
SHANGHAI via Swatow Kwongsang	Sun.	16th Mar. at 7 a.m.
HAIPHONG via Hoihow Leesang	Sun.	16th Mar. at 10 a.m.
SHANGHAI via Swatow Taksang	Tues.	18th Mar. at 8 a.m.
TIENTSIN via Cheongshing	Tues.	18th Mar. at noon.
SANDAKAN via Mausang	Sat.	23rd Mar. at 1 p.m.
KOBE via Kutsang	Thurs.	10th Apr. at 4 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers a.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chafoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Wednesday, 12th Mar. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days).

Steamships	Captain	Leaving
Haifong...	Ellis Walker...	TUES, 11th Mar. at 1 p.m.
Haiching...	A. H. Stewart...	FRI, 14th Mar. at 1 p.m.
Haifong...	W. C. Passmore...	TUES, 18th Mar. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 13th Mar.

Sailing to Bangkok: S.S. SIGLI due to sail about 7th March.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents.—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave H'kong for M'la, S'kan, Thurs. Is & A'lian Ports
CHANDOSHA	15th Mar.	20th Mar.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 35.

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS LIMITED.

From MIDDLESBRO.

ANTWERP LONDON AND STRAITS.

The Steamship "BENGLAWERS"

CONSIGNEES of Cargo are

hereby informed that all goods

are being landed at their risk

into the hazardous and/or extra

hazardous godowns of the Hong-

kong and Kowloon Wharf and

Godown Co., Ltd., whence and

or from the wharves, delivery

may be obtained.

No claims will be admitted

after the goods have left the go-

dowens, and all goods remaining

undelivered after the 12th inst.

will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 26th

inst. or they will not be re-

cognised.

All broken, chafed and damaged

goods are to be left in the go-

dowens where they will be exam-

ined on the 12th inst. at 10 a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

GIBB, LIVINGSTON AND**CO., LTD.,**

Agents.

Hongkong, 7th. March, 1924.

OSAKA SHOSEN KAISHA.

From BREMEN & HAMBURG

via SINGAPORE

The Company's Steamship

"LATVIA"

having arrived from the above

ports, Consignees of Cargo are

hereby notified that their goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kow-

loon, where delivery can be

obtained as soon as the goods

are landed.

Goods not cleared by the 14th

March, 1924 will be subject to

rent.

Damaged packages must be

left in the Godowns for examina-

tion by the Consignees' representa-

tive and the Company's Surveyors.

Messrs. GODDARD and

DOUGLAS, at 10 a.m. on Wed.

and Saturday. All claims must

be presented within Ten days

of the steamer's arrival here,

HOTELS.

LEADING FAR EASTERN HOTELS.
HONGKONG.Telegraphic Address:—KREMLIN, HONGKONG.
Hongkong Hotel.

Repulse Bay Hotel.

SHANGHAI.
Telegraphic Address:—CENTRAL, SHANGHAI.

Astor House Hotel. Palace Hotel.

Grand Hotel Kaisei.

PEKING.
Telegraphic Address:—WAGONLITS, PEKING.

Grand Hotel des Wagons Lits.

THE HONGKONG & SHANGHAI HOTELS, LTD.
in conjunction with.

The Grand Hotel des Wagons Lits, Ltd.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.

Tel. 1,604 and 1,609. Cable address:—KOWLOON, Hongkong.

Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address:—"VICTORIA"J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES

TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.

Telegraphic Address:—"EUROPE, SINGAPORE."

Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

SEASONABLE REMEDIES.

which are both reliable and effective

SPECIAL COUGH LINCTUS

75 cents and \$1.25 per bottle

COLD & INFLUENZA MIXTURE

\$1.00 per bottle

IODISED THROAT TABLETS

60 cents per bottle

TO BE OBTAINED ONLY AT

THE COLONIAL DISPENSARY.

14, Queen's Road. Telephone 1877.

NOTICE.

HONGKONG ENGINEERING AND
CONSTRUCTION CO., LTD.

NOTICE OF CALL.

Issue of 95,000 Shares of the
Nominal Value of \$10 each
(\$7.50 paid up.)NOTICE is hereby given that
the Final Call of \$2.50 per
Share on each of the 95,000
Shares allotted on the 8th day
of November, 1922, has been
made by the Company, and that
such call will be payable to the
Company's Bankers, The Hong-
kong & Shanghai Banking
Corporation, in Hongkong, on
the 15th day of March 1924.
The Transfer Books of the
Company will be closed from the
8th to 15th March, both days
inclusive.For and on behalf of the
Hongkong Engineering and
Construction Co., Ltd.,
S. COURTNEY COOK,
Secretary.

Dated this 22nd day of Feb. 1924.

DO NOT MISS—
ROCHA'S
POPULAR AUCTION SALES
Every Tuesday Thursday
& Saturday
At 2.30 p.m.Specialist in the Valuation of
Household and Office Furniture
DA ROCHA'S MART
2A D'Aguilar St. Phone 2931

NOTICE.

THE HONGKONG AND
WHAMPOA DOCK CO., LTD.NOTICE IS HEREBY GIVEN that
the Ordinary Yearly Meeting of
Shareholders will be held in the
Office of the Company, 2 Queen's
Buildings, Hongkong, on Thurs-
day, the 20th March 1924, at
noon, for consideration of the
Directors' Report and Statement
of Accounts for the year ending
31st December 1923.The Share Register and Trans-
fer Books will be closed from the
8th to the 30th March 1924 (both
days inclusive).By Order of the Board of
Directors.R. M. DYER,
Chief Manager.

Hongkong, 4th March 1924.

ANNOUNCEMENT.

MESSRS. HOLYOAK
MASSEY & CO., LTD.
have this day been appointed
SOLE AGENTS for Hongkong
and South China for the sale of
our products which include all
descriptions of Enamels, Paints,
Varnishes, etc.PARIPAN, LIMITED,
Sherwood House, Piccadilly
Circus, London.Makers by appointment to His
Majesty The King.
R. FAIRLIE HOBSON,
Overseas Director.HONGKONG AUTOMOBILE
ASSOCIATION.
NOTICE.THE ANNUAL GENERAL
MEETING of the Members of
the Hongkong Automobile Assoc-
iation will be held in the Board
Room of Messrs. Jardine Math-
eson & Co., Ltd., on MONDAY, the
17th. March, 1924, at 5.30 p.m.
to pass the accounts for the year
ending 31st December 1923 and
to elect Officers, etc.By Order,
P. M. HODGSON,
Hon. Secretary.
Hongkong, 10th. March, 1924.HONGKONG AUTOMOBILE
ASSOCIATION.
NOTICE.A SPECIAL GENERAL
MEETING of the Members of
the Hongkong Automobile Assoc-
iation will be held in the Board
Room of Messrs. Jardine Math-
eson & Co., Ltd., on MONDAY,
the 17th. March 1924 at 5.45 p.m.
to consider and if thought fit to
pass the following Resolutions:"The following Rule shall
be substituted for Rule No. 8
of the Rules and Constitution
of the Hongkong Automobile
Association:
8. Each Member shall on
election pay an entrance fee
of \$5 and subscription of \$10
per annum in the case of
owners of Cars and the \$5 [in
the case of owners of
Motor Cycles only."By Order
P. M. HODGSON,
Hon. Secretary.
Hongkong, March 10th. 1924.

NOTICE TO CONSIGNEES.

STRUTHERS & BARRY

From SAN FRANCISCO AND
LOS ANGELES via PORTS.
Steamship—

"WEST IVAN"

having arrived from the above
mentioned ports on Tuesday
11th. March, 1924, consignees are
hereby notified that their cargo
is being landed at their risk into
the hazardous and/or extra-
hazardous Godown of the Hong-
kong & Kowloon Wharf and
Godown Co., Ltd., Kowloon, and
store at consignees' risk.Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports &
exports, Hongkong, before Bills
of Lading will be countersigned
or delivery Orders issued.All broken, chafed and damag-
ed cargo is to be left in the Go-
down where it will be examined
at 10 a.m. Saturday, 15th. March
1924, by Messrs. Anderson and
Ashe, Marine Surveyors.All Claims must be presented
within ten days of the steamer's
arrival here, after which they
cannot be recognised.No Claims will be recognised
after the goods have left the Go-
down and cargo undelivered after
Monday, 17th. March, 1924, will
be subject to rent.No fire insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading in
exchange for Delivery Orders
immediately.STRUTHERS & BARRY,
AGENT U.S.S.B.
EMERGENCY FLEET
CORPN.
Hongkong, 11th. March, 1924.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIN
LINE.From NEW YORK
The Steamship,
"CITY OF DURBAN"having arrived, Consignees of
Cargo by her are informed that
all goods are being landed
at their risk into the hazardous
and/or extra-hazardous Godowns
of the Hotel's Wharf whence
delivery may be obtained.No Claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after 15th March
1924, will be subject to rent.All Claims against the Steamer
must be presented to the Under-
signed on or before 22nd. March
1924, or they will not be
recognised.All broken, chafed and damag-
ed goods are to be left in the
Godowns, where they will be
examined on any Tuesdays or
Fridays between the hours of
10.45 a.m. and Noon within the
free storage period of one week.No Fire Insurance whatever
will be effected.Bills of Lading will be counter-
signed by
THE BANK LINE LTD.
Agents.
Hongkong, 10th. March 1924.

NOTICE.

DOUGLAS STEAMSHIP COMPANY
LIMITED.THE Ordinary General Meet-
ing of the above Company
will be held at the Company's
Offices 20, Des Voeux Road Cen-
tral on Saturday 29th of March
1924 at 11 a.m.The Transfer Books of the
Company will be closed from the
15th of March to 29th of March
both days inclusive.DOUGLAS LAPRAIK
& CO.General Managers.
Hongkong, 8th March 1924.

C. B. WARREN & CO., LTD

Sanitary Engineers.
Monumentalists, etc.Offices & Godowns. 94A, Wanchai Road,
Hongkong.

Tel. No. 269

All kinds of Builders Requisites in Stock.

Sail & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles, Baths, Bath
Room Fittings, Water Heaters for Gas
Oil or Coal Fuel. Also a few Chip
Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY
INSTALLATIONS—HOT WATER
SYSTEMS, Etc.General Repairs Promptly Attended to
Specialists in Monumental Work-Cut in
Italian Marble or Hongkong Granite.Just Received a Shipment of Italian
Marble Floor Tiles—Prices on Appli-
cation.A Large stock of Artificial Wreaths in
all Sizes.

END OF BRIGHTON AQUARIUM.

Plans for replacing the Bright-
on Aquarium with ornamental
gardens were considered by a
committee of the town council
recently. These include: Pro-
vision of restaurant, building of
concert hall to seat 1,500, linking
up of Madeira-road-terrace with
the gardens and the building of a
range of shops.

NOTICE.

CHINA SUGAR REFINING
COMPANY.

NOTICE.

THE Fortysixth Ordinary An-
nual Meeting of the Share-
holders of the above Company
will be held at the Office of the
General Agents, Pedder Street,
on Monday the 31st. March 1924
at 11.00 a.m. for the purpose of
of receiving the Report and State-
ment of Accounts for the year
ending 31st. December 1923.The Transfer Books of the
Company will be closed from the
17th to 31st. March 1924 both days
inclusive.JARDINE MATHESON
& CO., LTD.,
General Agents.
Hongkong, 10th March, 1924.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP
COMPANY, LTD.and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Company's
Steamer"ASTYANAX"
are hereby notified that the Cargo
will be discharged into Holt's
Wharf Kowloon, where it will lie
at Consignee's risk and subject to
terms and conditions of storage
at Holt's wharf. The Cargo will
be ready for delivery from
Godown on and after 11th.
March.Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.All broken, chafed, and
damaged goods are to be left in
the Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
18th March, will be subject
to rent.All Claims against the Steamer
must be presented to the under-
signed on or before the 1st.
April, or they will not be
recognised.No Fire Insurance will be
effected.BUTTERFIELD & SWIRE,
Agents.
11th. March 1924.

AMUSEMENTS

THE
CORONET

2.30, 5.15, 7.15 & 9.15

POLA
NEGRI

"GYPSY BLOOD"

THE
STARTuesday & Wednesday
at 5.30 and 9.15

ANNA O. NILSSON

and

J. WARREN

KERRIGAN

in

THUNDERING

DAWN

A REAL IRISH
PICTURE FOR
ST. PATRICK'S
DAY

? ? ?

WORLD
THEATRE

Des Voeux Road Central

MONDAY, 10th. & TUESDAY, 11th. March
at 5.15 p.m. and 9.15 p.m.

Pathe Film News

"SHANGHAI WAR MEMORIAL"

ROY STEWART

IN

"BURNING WORDS"

Buddy Messinger

in

"BRING UP BUDDY"

THEATRE ROYAL
HONGKONG.

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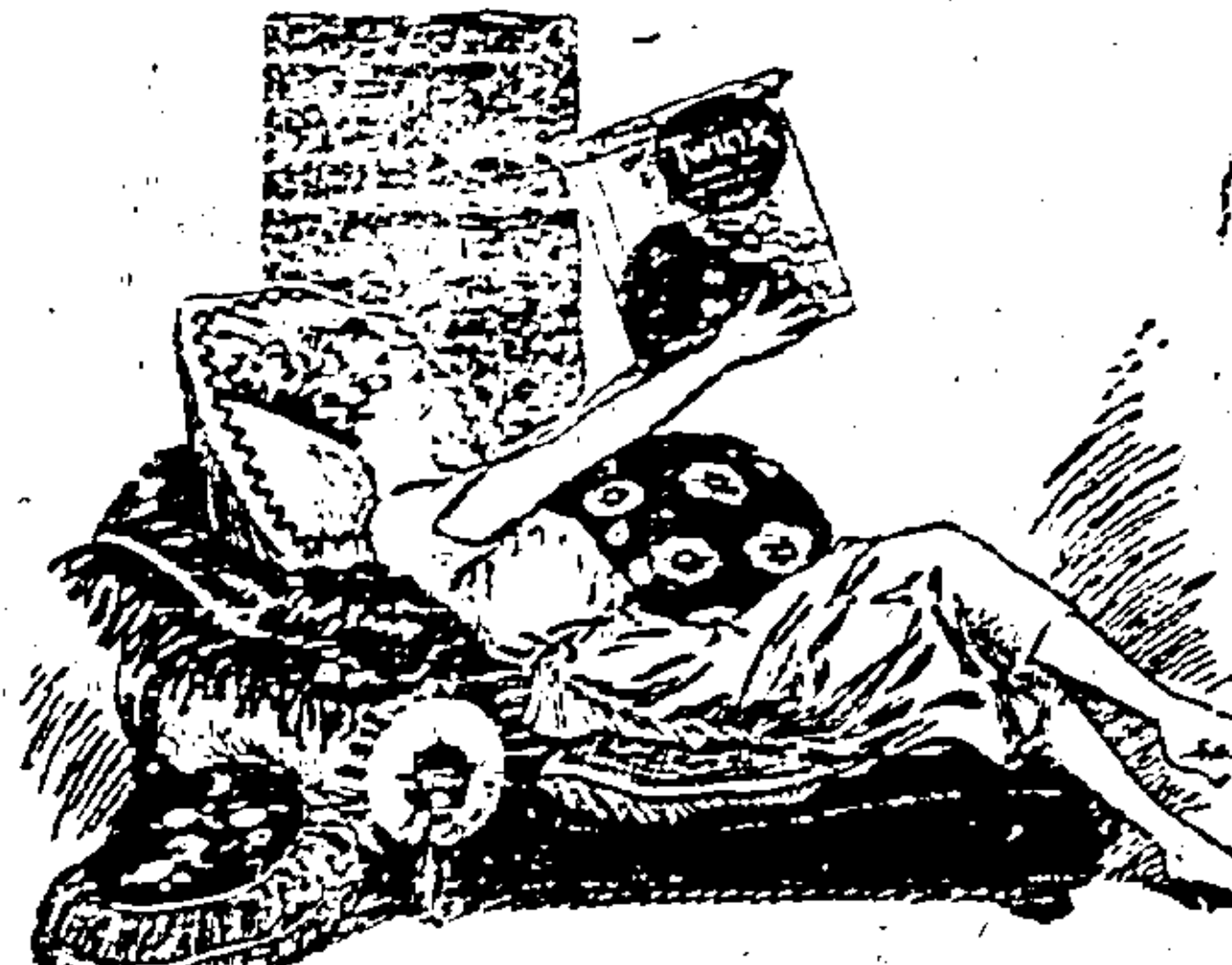
COMMENCING, March 14th. at 9.15 p.m.
FAREWELL RETURN VISIT OFKAAI'S ROYAL
HAWAIIAN
TROUBADOURSREAL HAWAIIAN ARTISTES IN SONG DANCE & MELODY
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AND THE

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